The Mining Journal
AND COMMERCIAL GAZETTE.

No. 196.—Vol. VIII.] LONDON: SATURDAY, MAY 25, 1839. [Price 6d.

PUBLIC COMPANIES.

MEETINGS.

BOLIVAR MINING ASSOCIATION.—Notice is hereby given, that an EXTRAORDINARY GENERAL MEETING of the proprietors of the Bolivar Mining Association will be holden at the London Tavern, Bishopsgate-street, in the city of London, on Saturday, the 8th day of June now next, at One o'clock in the afternoon precisely, to consider the propriety of confirming certain resolutions which were agreed to at an Extraordinary General Meeting of the proprietors held this day, at the London Tavern, Bishopsgate-street (pursuant to advertisement), and the object and intended effect of which said resolutions is to authorise the Trustees to create 20,000 new scrip shares (on which the sum of £3 per share and no more is to be paid) for the purpose of raising sufficient capital for the completion of certain provisional agreements entered into by the Trustees, and for carrying on the operations of the company; and which said new shares, after the payment of the said sum of £3 per share, are to rate equally in all respects with the present shares, and to be subject to all such of the existing regulations as are applicable to scrip shares. All proprietors of shares (whether original or auxiliary) to be entitled in preference to such new shares, in proportion to the shares they now hold in the association, on their applying to the secretary for the same, on or before the 15th day of June next; in default whereof they will be considered as declining to take any of such shares.

Dated this 22d day of May, 1839.

10, Austin friars, London. ALEXANDER ALLEN, Secretary.

BIRMINGHAM, BRISTOL, AND THAMES JUNCTION RAILWAY.—Notice is hereby given, that a SPECIAL GENERAL MEETING of the proprietors of the Birmingham, Bristol, and Thames Junction Railway Company, will be held at the offices of the said company, 1, Robert-street, Adelphi, on Wednesday, the 5th day of June next, at One o'clock precisely, to consider and determine upon the propriety of borrowing any sum or sums of money, not exceeding the amount which the said company are authorised to borrow by their Act of Incorporation, and if so decided upon to make such order as may be necessary to empower the directors to mortgage, assign, and charge the property of the said undertaking, and the rates, tolls, and other sums arising, or to arise by virtue of the said act, as a security for any such money to be borrowed as aforesaid, with interest to or for the benefit of the party who shall advance the same, or to his trustee.

Dated May 15. HENRY LUARD, Chairman.

CORNUBIAN LEAD AND SILVER MINE.—The directors hereby give notice, that the THIRD ANNUAL GENERAL MEETING of the shareholders in the above Mine will be held at the London Inn, Devonport, on Monday, the 17th of June next, at Twelve o'clock at noon, to pass accounts, and to take into consideration the present state of the affairs of the Mine, and determine on such measures as may be deemed expedient in respect of the same. The directors request all persons having claims upon the Mine to forward a statement thereof to the Secretary on or before the 10th of June. Shareholders who may attend the Meeting will be expected to produce their scrip certificates.

By order of the board of directors.

Devonport, May 20. R. LAWS, Secretary.

EAST MULBERRY HILLS MINE.—Notice is hereby given, that the SECOND GENERAL ANNUAL MEETING of this company will be held at the Clarendon Rooms, Liverpool, on Tuesday, the 28th inst., at Twelve o'clock at noon. At this meeting two directors will be elected in the room of two who retire, and two auditors. Holders of forfeited shares may appeal to this meeting for the purpose of having the same restored, on such terms as the meeting may determine. T. CROWTHER, Sec.

Liverpool, 7, Union-street, May 11.

EAST CORNWALL MINING ASSOCIATION.—The shareholders are requested to MEET the Trustees of this Association at this office (3, Austin friars), on Tuesday, the 28th day of May, on special business. The chair will be taken at Twelve o'clock precisely.

3, Austin-friars, May 23.

GWINEAR MINING COMPANY.—The directors do hereby give notice, that the ANNUAL GENERAL MEETING of the shareholders will be held at the office of the company, on Tuesday, the 28th instant, at Twelve o'clock precisely.

15, Great St. Helen's, May 14.

HOLMBUSH MINING COMPANY.—The directors hereby give notice, that a SPECIAL GENERAL MEETING of the shareholders will be held at the office of the company, on Thursday, the 6th of June, at Twelve for One o'clock precisely: the purposes of which may be known on application at the office of the company.

New Broad-street, May 11.

MEXICAN AND SOUTH AMERICAN COMPANY.—The FOURTH ANNUAL GENERAL MEETING of the proprietors of shares in the Mexican and South American Company will be held at the office of the Anglo-Mexican Mint Company, No. 9, New Broad-street, on Wednesday, the 12th day of June next, at One o'clock precisely. H. W. SCHNEIDER, Sec.

10, New Broad-street-mews, May 20.

PERRAN CONSOLIDATED MINING COMPANY.—Notice is hereby given, that the ANNUAL GENERAL MEETING of the shareholders will be held on Wednesday, the 26th of June next, at No. 2, St. Mildred's-court, at Two o'clock precisely.

London, May 20.

REETH CONSOLIDATED MINING COMPANY.—Notice is hereby given, that a GENERAL MEETING of the shareholders in this company will be held at the Court house, in Leeds, in the county of York, on Friday, the 7th day of June next, at Two o'clock in the afternoon, to consider a draft deed of settlement or constitution of the company, which will be read at such Meeting, and to approve or disapprove thereof, or to settle and approve of such other deed of settlement or constitution as may to such Meeting seem desirable and expedient; to nominate and appoint two or more trustees for the company, in whom shall be vested the grants or leases of the Mines; to nominate and appoint seven directors from shareholders holding at the least fifty shares, in whom the general management of the Mines and affairs of the company shall be vested; and on other special business. By order,

26, Albion-street, Leeds, May 21. JOHN BLACKBURN, Solicitor.

WHEALS HARMONY AND MONTAGUE CONSOLIDATED MINING COMPANY.—Pursuant to a resolution of the General Meeting of proprietors, held in London, on the 27th day of April last, notice is hereby given, that a SPECIAL GENERAL MEETING of the proprietors will be holden at the Clarendon Rooms, South John-street, Liverpool, on Thursday, the 30th day of May inst., at Twelve o'clock at noon, for the purpose of authorising the directors to raise additional capital to enable them to take the greatest advantage of the favourable condition of the mines.

Liverpool, May 7.

CALLS.

BAHIA STEAM NAVIGATION COMPANY.—A FOURTH INSTALMENT of ONE POUND per share in the Bahia Steam Navigation Company having been called for by the directors, and made payable on or before the 18th day of April last, at the company's bankers, Messrs. Smith, Payne, and Smiths, Lombard-street, Notice is hereby given, that all shares in respect of which the said instalment shall remain unpaid on the 31st of the current month will then be declared FORFEITED. By order of the board of directors,

Lombard-street Chambers, May 10. G. H. HEPPELL, Sec.

DIVIDENDS.

ANGLO-MEXICAN MINT COMPANY.—At the Annual General Meeting of shareholders held on the 7th inst., Benjamin Shaw, Esq., was re-elected a director, and resolutions were passed, declaring TWO HALF-YEARLY DIVIDENDS of TWELVE SHILLINGS per share each, both payable on or after the 1st of June next. Three clear days notice of claim will be required, forms of which are to be obtained at the office as under. Hours of attendance Eleven to Three. G. B LONSDALE, Secretary.

Office, 9, New Broad-street, London, May 17.

BY THE QUEEN'S PATENT.

To Engineers, Railway Directors, Steam-Boat Proprietors, Manufacturers, and others requiring Steam Power.

MESSRS. BUNNETT and CORPE respectfully solicit attention to their new PATENT CONCENTRIC STEAM-ENGINE, which, by its novel formation and arrangements, combines compactness of form, increase of power, speed, and economy in working, to an extent hitherto unattainable. Descriptive plans and particulars, also cards to view the Engine in operation at their ENGINE and PATENT REVOLVING IRON SHUTTER WORKS, Deptford, may be obtained at their office, No. 26, Lombard-street, London.

THAMES TUNNEL, OPEN TO THE PUBLIC every day (except Sunday), from Nine in the morning until dark. Admittance One Shilling each. The entrance is near the Church at Rotherhithe, on the Surrey side of the River. Both Archways are brilliantly lighted with Gas, and the descent to them is by a new and commodious staircase. The Tunnel is now upwards of 1000 feet in length, and completed to within a distance of less than 400 feet from low water mark on the Middlesex shore. By order,

J. CHARLIER, Clerk to the Company.

Thames Tunnel Office, Walbrook-buildings, Walbrook, May.

MUIRKIRK IRON-WORKS.

ADJOURNED SALE.

UPSET PRICE REDUCED TO £13,000.

TO BE SOLD, BY PUBLIC ROUP, within the Royal Exchange Sale Rooms, Glasgow, on Wednesday, the 29th of May, at One o'clock in the afternoon (if not previously disposed of by private contract), the

MUIRKIRK IRON-WORKS,

With all the accompaniments, as formerly advertised. Since the first announcement, a NEW STRATUM OF BLACK BAND IRONSTONE has been discovered, near to the Works.

Application for further particulars may be made to Mr. M. Cruickshank, No. 36, George's-square, Glasgow; to Messrs. Walker and Melville, W.S., Edinburgh; to Messrs. Crawshay and Co., London; to Messrs. Cowan and Sloans, Ayr; to the managers at Muirkirk; or to Messrs. Moncrieffs and Paterson, writers, Glasgow, in whose hands are the title-deeds and articles of roup.

Glasgow, May 9.

MINES AND MACHINERY FOR SALE.—TO BE SOLD BY PUBLIC AUCTION, in two lots, at the Counting-house on the mine, on Thursday, the 6th day of June next, at Two o'clock precisely, unless previously disposed of by private contract, of which due notice will be given,

THE TREVORGUS AND TREVEGLAS MINES.

Situate in the parish of St. Merryn, near Padstow, in the county of Cornwall.

Lot 1, will comprise all that valuable and very promising mine, called

TREVEGLAS,

Now in good course of working to the forty fathom level under the adit. This mine has produced, within the last few months, upwards of £1000 worth of lead and copper ores, and with every appearance of raising increased quantities. With this lot will be included all the excellent materials thereon, consisting of a 36-inch STEAM-ENGINE, with iron beam, 8 feet stroke in the cylinder, and 6 in the shaft, with boiler, &c., complete; capstan and shears; 120 fathom capstan rope; 40 fathom 12-inch rods; balance bob; 40 fathom pumps; 4 working barrels; plunger pole, 9 feet 8 inches, with stuffing-box, &c., complete; 5 windbores; 2 H pieces; 1 foot 8-inch clack door-piece; 3 feet 6-inch ditto, ditto, ditto; 1 knee-piece; 3 cisterns with horse-whims, pullies, shaft-tackle, whim-ropes, chains, iron, kibbles, ladders, chests, wheel and hand-barrows, brass and iron sieves, scales and weights, timber air-pipes, and the usual materials used on mines. There is also a count-house containing eight rooms, smiths' shop, engine-house, carpenters' shop, powder-house, and other erections. This mine is held for twenty-one years, from 25th of September, 1835, at one-twelfth dues above adit, and one-fifteenth below; the sett is extensive, embracing the whole of the farm called TREVEGLAS. Within the last month a copper lode has been cut in the adit level, from which extraordinary fine stones of ore have been raised, and no doubt can exist of its turning out productive, if properly and vigorously worked.

Lot 2, will comprise all that mine called

TREVORGUS.

This mine is held free from all dues for ever, being a freehold mineral right to work throughout the lands called Trevorgus and Crugmorrack, containing seventy acres. Several rich lodes of mineral are known to run through this property, but have not yet been seen below the adit.

Specimens of the ores may be seen, and every information may be obtained, on application to Mr. Pitt, the purser on the mine, or to Mr. C. F. Kirkman, 12, Pancras-lane, Cheapside, London.

STEAM-ENGINE FOR SALE.—TO BE SOLD by PRIVATE CONTRACT, at Wheal Osborne Mine, Breage, Cornwall, a 40-inch cylinder ENGINE (almost new) with Two Boilers, about twelve tons. For viewing the same, and for further particulars, application may be made either to Capt. Henry Francis, at Wheal Virgin Mine, St. Hilary, or to Mr. John Thomas, North Parade, Penzance.—Dated 7th May.

HIGH PRESSURE STEAM-ENGINES.—FOR SALE, two entirely new and complete high pressure portable beam-engines of twenty horse-power; for price, and all other particulars, apply to Messrs. Nasmyth, Gaskell, and Co., engineers, Bridgewater Foundry, Patricroft, near Manchester.

TO CAPITALISTS.—The advertiser, who is the proprietor of two Mines in North Wales, is desirous of meeting with a gentleman who can command a moderate capital, to join him in carrying on the works, which are just coming to maturity, and which (judging from the quality of the ore already raised) hold out the brightest prospect of success. Address (by letter, post paid) "O. P." care of the Editor of the Mining Journal, 12, Gough square, Fleet-street, London. Respectable references will be required and given.

CAPITAL, EXTENSIVE, & VALUABLE SLATE QUARRY, WITH IMMEDIATE POSSESSION.—TO BE LET, all that capital, extensive, and valuable quarry of slates, of the best quality, now open and in work called Rhiw Bach, together with the cottages and other offices attached thereto, situate in the parish of Penmachno, in the county of Carnarvon. The above quarry has been worked for about twenty years, and is situate within two miles only of the Festiniog Railway, along which is conveyed the slate from the neighbouring extensive quarries to Portmadoc; and, by a comparatively small outlay, a road might be made from the above quarry to the said railway. The quarry is capable of being extensively and profitably worked by an experienced and spirited capitalist, who will find the above well worthy of his notice—terms liberal.

For further particulars apply, if by letter post paid, to Mr. Mouisdale, Gwyndu, Anglesey, North Wales.

GLAMORGANSHIRE.

TO BE LET ON LEASE.—ALL THE SEAMS OF COAL AND CULM lying under the lands of YNISPENLLWCH, the property of J. N. Miers, Esq., situate in the parish of Llangevelach, and within five miles of Swansea, the canal to which port runs through the estate. This fine mineral property possesses all the elements of a most profitable colliery. For particulars apply to Messrs. Brough and Son, mineral surveyors, &c., Neath, Glamorganshire, if by letter post paid.

BRITISH SILVER, LEAD, AND COPPER MINING COMPANY.—At the Annual General Meeting of this Company, held at the Clarendon Rooms, Liverpool, the 30th April, 1839, the following resolutions were passed:—

Resolved,—That those shareholders who have not yet paid up their calls and signed the rules and regulations, be allowed until the 1st of June for that purpose, and that after that time all shares on which calls are unpaid remain forfeited.—That Mr. Henry Tribe be no longer Secretary of the Company, and the Office in London be immediately closed.

The following Bye-Laws were proposed:—That the qualification of a director be ten new shares instead of twenty.—That until the next Annual General Meeting no transfer of shares be made without the concurrence of the directors.

Company's Office, 1, Brazil-buildings, Drury-lane,

Liverpool, May 7. R. SHERATON, Secretary.

CORNWALL GREAT UNITED MINES.—The shareholders are informed, that the report of the committee, together with the resolutions passed at the Annual General Meeting, held in London, on Tuesday, the 30th of April last, is now printed, and may be had by the shareholders on application to Mr. Cross, Manchester, or to Mr. John Sparks, 9, Throgmorton-street, London.—N.B.—An early application is particularly requested.

Manchester, May 8.

ENGLISH COPPER COMPANY, FOR SMELTING AND MANUFACTURING COPPER. Incorporated by Royal Charter of William and Mary, 3d August, 1691—limiting the responsibility of shareholders.

Samuel Gregson, Esq., Governor.

Charles P. Devaux, Esq., Deputy-Governor.

COURT OF ASSISTANTS.

William Clay, Esq., M.P.	John G. Hillersdon, Esq.
Hyman Elias, Esq.	William Lyall, Esq.
John Gunston, Esq.	James Parkinson, Esq.
Thomson Hankey, jun., Esq.	John Stewart, Esq., M.P.
Archibald Hastie, Esq., M.P.	John Watson, Esq.

W. M. Short, Esq., Secretary.

The increased demand for Copper having induced the company to extend their manufacture, which requires an addition to their capital, the company have resolved, under the powers of their charter, upon a further issue of shares of £10 each; applications for the same, in the undermentioned form, may be made to Messrs. Hankey, bankers, 7, Fenchurch-street.

Prospectuses and printed forms of applications may be obtained at the company's offices, No. 27, Upper Thames-street, or 72, Cornhill; or of Messrs. Roy, Blunt, and Co., solicitors, No. 42, Lothbury.

FORM OF APPLICATION.

Messrs. Hankey, bankers, 7, Fenchurch-street.

Gentlemen,—I am desirous of subscribing for shares in the "English Copper Company," and I enclose £ , being for the first instalment of £2 per share, and I hereby agree to pay the remaining instalments thereon at the periods hereunder mentioned; and in case of default in paying any or either of such instalments, the shares, and the instalments paid thereon, are to become forfeited to the company; and I further agree to conform to the bye-laws and regulations of the company.

I am, Sirs, your obedient servant,

Name ....

Address ....

Date ....

INSTALMENTS.

£2 per share, enclosed.
£4 ditto on the 2d of September next.
£3 ditto on the 1st of November next.
£1 ditto on the 1st of February, 1840.
— Total £10.

BOLIVAR MINING ASSOCIATION.—Notice is hereby given, that at an Extraordinary General Meeting of proprietors of this association, held this day at the London Tavern, Bishopsgate-street, pursuant to advertisement in the *London Gazette*, it was resolved:—That the further sum of £60,000 should be raised, for the purpose of completing certain provisional agreements entered into by the trustees with Messrs. Ackers and Co., and Messrs. Bibby and Co. (in discharge of their respective claims on the association), and for providing a sufficient capital for carrying on the operations of the company. And that for that purpose, 20,000 new shares should be created, on each of which shares the sum of Three Pounds, and no more, should be paid, whereof the sum of £1 10s. is to be paid on or before the 19th day of June next, and the further sum of £1 10s. on or before the 15th day of July next (the former instalment to be forfeited if the second instalment be not duly paid on the last-mentioned day), and that all proprietors of shares (whether original or auxiliary) be entitled to such new shares, in preference, in proportion to their shares in the association; the said sum of £3 per share to be repaid out of the first profits of the association, and such new shares to rate equally with, and to be subject to all the same regulations as the existing shares, so far as the same are applicable to scrip shares. And it was also resolved, That if the said sum of £60,000 should not be fully subscribed, or should the trustees be prevented by any cause from carrying the proposed arrangements into effect, by the 1st day of August next, then, that the sum actually subscribed, should be returned to the subscribers (subject to incidental expenses), but that the subscribers should have no further claim in respect thereof, and that tenders for such new shares should be made to the secretary, at the office of the association in Liverpool, or at No. 10, Austin-friars, London, until the 15th day of June next; and that all proprietors omitting to apply for shares before that day, shall be considered as declining to take any of such shares. The proprietors are therefore hereby invited to apply for new shares, by letters addressed to me, as the secretary of the association (stating the number of shares which each proprietor wishes to take), on or before the said 15th day of June next, in default whereof such proprietors will be considered as declining to take any of such shares. Copies of the said resolutions may be had on application at the office of the association, either in Liverpool, or at No. 10, Austin-friars, London. ALEXANDER ALLEN, Sec.

Dated this 22d May, 1839.

WHEAL ELIZABETH MINE.—To Merchants and others. —All parties having any CLAIMS against the above Mine, will be pleased to send an account of the same to Mr. H. F. Stephens, St. Agnes, for examination and adjustment. The sale advertised of the Materials on the above Mine will not take place.—St. Agnes, May 16.

TAFF VALE RAILWAY.—CONTRACT FOR WORKS.—Notice is hereby given, that the Directors will meet at their Office in Cardiff, on Wednesday, the 29th day of May next, at Twelve o'clock, to RECEIVE TENDERS for the execution of the following WORKS, viz.:—

CONTRACT, No. 22 (Llancaich Branch)—Being the excavation and formation of the cuttings and embankments, and the construction of all bridges, culverts, and other masonry, retaining walls, and the entire completion, except ballasting and laying permanent rails, of that portion of the line extending from the termination of Contract No. 15, in the parish of Llanvabon, to a point in field marked No. 7 in the Parliamentary Plan, in the parish of Gelly Gaer, being a distance of about 236 chains.

Drafts of the contract, with plans and specifications of the works, will be ready for inspection at the Engineer's Office, at Maendy, near Cardiff, on and after Monday, the 6th day of May next.

Printed forms of tender may be had there, or at the Office in Cardiff, and no others will be attended to.

The parties whose tenders are accepted will be required to enter into a bond, with two sureties, for the due performance of their contract, and the names of the proposed sureties to be specified in the tender.

The tenders must be delivered at the Office in Cardiff, on or before Twelve o'clock on the said 29th day of May, and the parties tendering, or persons duly authorised by them, must be in attendance at the time of meeting.

The directors will not bind themselves to accept the lowest tender.

By order of the Board,

Taff Vale Railway Office, May 16. JOSEPH BALL, Secretary.

THE PATENT SAFETY FUSE, FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.:—

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Camborne, Cornwall.

TO CONTRACTORS.—ORDER OF RECEIVING PROPOSALS AND LETTING WORKS.

SHEFFIELD AND MANCHESTER RAILWAY CONTRACTS.—The following CONTRACTS on the above Line will be LET from sealed proposals in the order hereinafter stated.—The plans, sections, working drawings, specifications, and also the drafts and contracts, may be seen and copied, and printed forms of Tender obtained, at the Offices of the Company, or of the Engineer. The line is distinctly trigged out on the ground, and branded pegs set down at every chain length, and will be pointed out by one of the assistant engineers if required. The Tenders are to be delivered in sealed, and addressed to the Secretary, at the Offices of the Company only.—No Tender will be entertained, unless made and filled up on one of the printed forms, nor unless the parties proposing, or their representative, attend personally, and produce an undertaking (on a form of letter which will be supplied, to be properly filled up and signed by two responsible parties), engaging to become sureties, in the event of the Tender being accepted.—The directors will meet at Twelve o'clock at noon, to open the Tenders, and declare the lettings, upon each of the days following those appointed for the delivery of the respective proposals.

Contracts.		Plans and Specifications to be ready.		Sealed Tenders to be delivered.		Works to be Let respectively.	
No.	Description.	Date.	Place.	Date.	Place.	Date.	Place.
	Tunnel Shafts	4th May	Engineer's Office, Thurlstone & Bowers' Inn, Woodhead	25th May	At the Company's Offices, 15, Piccadilly, Manchester; or, Corn Exchange, Sheffield.	26th May	Woodhead.
	Do. Boring	4th May		25th May		26th May	Woodhead.
	Do. Roads	4th May		25th May		26th May	Woodhead.
	Do. Cottages and Huts	4th May		25th May		26th May	Woodhead.
16.m.	Ardwick	4th May	Manchester	14th June		15th June	Manchester.
	Tunnel Drift Way	14th May	Thurlstone and Woodhead	20th May		26th May	Woodhead.
1.s.	Carlcoates	11th May	Penistone and Woodhead	20th May		26th May	Woodhead.
11.m.	Hattersley	11th May	Engineer's Office, Mottram	14th June		15th June	Manchester.
9.m.	Gamesley	11th May		14th June		15th June	Manchester.

N.B. In consequence of applications made by several contractors, the delivering in of tenders for, and the letting of, the Ardwick, Hattersley, and Gamesley contracts have been altered to the time and place above fixed.

N.B. The remainder of the Contracts between the Summit Tunnel and Manchester will be ready for letting before Midsummer.

The TUNNEL commences near Audenshaw Clough, about a mile above Woodhead, on the Saltersbrook road to Sheffield, and eighteen miles from Manchester, and extends into Yorkshire to near Dunford Bridge over the river Don, six miles above Penistone. The strata in the tunnel are presumed to alternate in rock and shale. The shafts and headings will be let singly or otherwise.

The ARDWICK CONTRACT commences at the Junction with the Manchester and Birmingham Railway, near Piled lane, Ardwick, at the outskirts of the eastern side of Manchester, and extends to near the Gorton Reservoir, opposite the Fairfield Walls, on the new road to Ashton-under-Lyne, a distance of two and three-quarter miles. The work consists of about twenty bridges, several culverts, an aqueduct for the Stockport branch of the Ashton Canal, a great extent of retaining walls, and about 100,000 cubic yards of excavation.

The CARLCOATES CONTRACT extends from the eastern face of the tunnel, near Dunford Bridge, about a mile down the valley of the river Don. The work includes some bridges and culverts, and the diversion of the river Don and the adjacent brooks. The excavation will go partly to spoil. The above contract is situate six miles west of Penistone, and about eight miles south of Huddersfield.

The HATTERSLEY CONTRACT extends from the gravel pit near the turnpike road from Mottram, in Longdendale, towards Stockport, to the west end of the Etherow Viaduct at Old Broadbottom Brow, on the river Etherow, dividing Cheshire and Derbyshire, and opposite Best Hill Mill, being a distance of about one mile and fourteen chains. The work includes several bridges, a short viaduct, and a considerable extent of retaining walls, and about 310,000 yards of earthwork, some of which will go to spoil. The above is situated nine or ten miles east of Manchester, and about a mile south of Mottram.

The GAMESLEY CONTRACT extends from the east end of the Etherow [illegible] to the west end of the great viaduct at Dinting Vale, on the turnpike [illegible] below Glossop, and about twelve miles from Manchester. The [illegible] several bridges and culverts, and about 400,000 cubic yards of exca[illegible]

Any further information may be obtained at the Offices of the C[illegible] field and Manchester; or at the office of Mr. Vignoles, the eng[illegible] No. 4, Trafalgar-square, London; at Mottram and at Thurlst[illegible] the road to Sheffield. By order of the Direct[illegible]

15, Piccadilly, Manchester, April 24. C. THOM[illegible]

LAW INTELLIGENCE.

HULL AND SELBY RAILWAY COMPANY.

EXCHEQUER EQUITY SITTINGS, WESTMINSTER, MAY 23.

BROADLEY AND OTHERS v. THE COMPANY.—The question in this case had reference to the rights of several individuals and the Crown to the price of some land forming the foreshore of certain property situated on the banks of the river Humber, near Kingston-upon-Hull, which had been taken by the Hull and Selby Railway Company for the purposes of the railroad, under the powers given them by the Act of Parliament, they having paid the money into court. The Crown claimed the property in question, on the ground of its lying between high and low water mark.

After considerable discussion, it was arranged that the point of law should be stated in a special case for the opinion of the full Court, and for that purpose the further hearing was postponed, Mr. Baron ALDERSON being also of opinion that the question of fact was a proper one for a jury, the right as between the Crown and Mr. Broadley to form the subject of the first issue.

PROCEEDINGS OF PARLIAMENT RELATIVE TO JOINT-STOCK COMPANIES.

EDINBURGH, LEITH, AND NEWHAVEN RAILWAY BILL.

Sir Robert Peel reported from the committee on this Bill, that they had examined into the several matters required by the standing orders relative to railway bills, and had agreed to the following report:—

That the object of this bill being merely to amend an existing Act, and to extend the time for completing a portion of the railway which has been partly formed, and to alter in some respects the line and levels thereof, and to abandon other parts of the railway, only some of the matters required by the standing orders to be reported on by committees on bills for making railways are applicable in the present instance.

1st. By the bill the company is restricted from borrowing an amount of greater than one-third of their capital stock; and from borrowing any money whatever until 50 per cent. of such capital be paid up.

2d. The railway does not cross any turnpike road, or other public carriage way, on the level.

9th. The whole of the railway is to be worked by stationary engines.

10th. There are no peculiar engineering difficulties on the line.

11th. There is a tunnel on the line next to the Edinburgh terminous, which is 1001 yards in length, sixteen feet high, and twelve feet in width; and another at Canon mills, 160 yards in length, sixteen feet in height, and twelve feet in width. These tunnels are to be ventilated by two shafts, and the strata are favourable.

12th. The gradients and curves under the circumstances are favourable. The steepest gradient, exclusive of the inclined plane, is one in 160; and the smallest radius of a curve is 1200 yards.

13th. The length of the line is two miles 138 yards.

14th. In an engineering point of view, the railway is very fit for the purposes intended.

16th The total cost of completing the railway, in addition to what has been already expended, is 87,207l.

20th. The engineers examined in support of the bill were Mr. John Mac Neill and Mr. George Gunn.—No engineer was examined in opposition to it.

21st. The following petitions against the bill were referred to the committee:—the petitions of Mr. A. Jamieson, Dr. Patrick Neill, the Provost of Leith, the trustees of the Cramond district roads, and George Wright Esq.

The committee considered and had heard counsel in support of the first and second of these petitions, and clauses have been inserted in the bill, protecting the interests of the petitioners. No one appeared in support of the other petitions.

Sir Robert Peel further reported from the committee, that they had examined the allegations of the Bill, and found the same to be true; and had gone through the Bill, and made several amendments thereunto.

NORTHERN AND EASTERN RAILWAY BILL.

Mr. Sanford reported from the committee on this No. 2 Bill, that the committee had examined into the several matters required by the standing orders relative to railway bills, and had agreed to the following report:—

1st. That the object of the Bill is to enable the company to alter the line of their railway, by deviating from their original line at a point in the parish of Tottenham, in the county of Middlesex, and forming a junction with the Eastern Counties Railway Bill at West Ham, Stratford, in the county of Essex, and to provide a station and other works at Shoreditch, and to amend the Act relating to the said Northern and Eastern Railway.

That the company are, by their existing Act, restricted from raising by loan or mortgage a larger sum than one-third of their capital, and also from raising any money by loan or mortgage, until 50 per cent. on the whole of the capital shall be paid off.

2d. That the proposed line is not intended to cross any turnpike road or other public carriage road on a level.

3d, 4th, 5th, 6th, 7th, and 8th. That the object of the said proposed Bill being as above stated, these resolutions do not apply to this case.

9th and 10th. That the proposed new line will not involve the formation of any inclined plane, nor any peculiar engineering difficulties.

11th. That there is not any tunnel.

12th. That the gradients and curves are generally favourable; there is a curve of one mile radius at Tottenham, and a curve of three-quarters of a mile at the Stratford termination; with these exceptions, the line is practically straight. The steepest gradient is one in 380, at the junction with the Eastern Counties Railway for half a mile; with this exception, the whole is level.

13th and 14th. That the length of the proposed new line is four miles and three-eighths, and that there are no engineering difficulties to contend with.

15th. That it is not intended that the proposed line should pass on a level any turnpike road or highway.

16th. That, according to the estimate of the intended deviation, including that of the proposed station, a considerable saving will be effected.

17th and 18th. That the estimated charge of the annual expenses will not exceed that which would have been incurred on the original line.

19th. That the number of assents, dissents, and neuters upon the proposed deviation line; the number of assents, dissents, and neuters in respect of property intended to be taken for the station, distinguishing owners from occupiers; the length and amount of property traversed by the proposed line of railway, will be found in the Appendices.

20th. That Mr. James Walker was the engineer examined in support of the Bill, and no engineer was examined against the Bill.

21st. That the petition of James Rhodes, Samuel Pullin, William Ingle, Thomas Nias, and also the petitions of the Commissioners of Metropolis Roads, of freeholders on the line, applied merely for the insertion of protecting clauses; and it was stated to the committee that satisfactory arrangements had been entered into between the parties; and that no person appeared in support of the petitions of the East London Waterworks Company, nor of the inhabitants of the parish of Bethnal-green.

Mr. Sandford further reported, that the committee had examined the allegations of the Bill, and found the same to be true; and had gone through the Bill, and made several amendments thereunto.

MANCHESTER AND LEEDS RAILWAY BILL.

Mr. Mark Philips reported from the committee on this Bill, that they had considered the several matters required by the standing orders relative to railway bills, had had agreed to the following report:—

1st. That it is proposed by the said bill to authorise the raising, by loan or mortgage, of 216,000l. only, being a sum not greater than one-third of the amount of capital of 650,000l., now proposed to be raised; and it is provided in the said bill, that until 50 per cent. on that capital, as well as 50 per cent. on the original capital of 1,300,000l., shall have been paid up, it shall not be in the power of the company to raise any money by loan or mortgage.

2d. That it is not proposed to make the extension of the said railway, or the branch railway to Oldham, across any turnpike road, or other public carriage way on the level.

That it is not proposed to make the branch railway to Halifax across any turnpike road on the level; but it is intended to cross the public carriage way No. 231, on the deposited plan, situate in the township of Skircoat, on the level, and no other.

That there are, adjoining or near to that road, several large and important buildings, which would be very materially injured if the road were to be lowered so as to pass under the railway; and there does not appear to be any other less objectionable mode of crossing such road than upon the level.

It is provided by the Act incorporating the company, that where the railway crosses public highways on a level, the company are to erect gates on each side, and appoint persons to be constantly in attendance, in order to protect the public; and by a clause in the present bill, the provisions of the said act are extended to the present act.

The committee are therefore of opinion, that the restriction respecting the crossing the public carriage way in question on the level, ought not to be enforced.

3d. That the present capital of the Manchester and Leeds Railway Company is 1,300,000l., authorised to be raised in shares by the Act establishing the said company; and that by the present bill it is proposed to raise a further capital of 650,000l. by the creation of shares.

That by the Act incorporating the company, they are empowered to borrow the sum of 433,000l.; and by the present bill it is proposed to enable them to raise by loan the sum of 216,000l.

That the Appendix to this report, marked (A), contains, in part 1, a statement of the amount of shares subscribed for, and the deposits paid thereon; in part 2, a statement of the names and places of residence of the directors, with the amount of shares taken by each; in part 3, a statement of the number of shareholders who may be considered as having a local interest in the lines, and the amount of capital subscribed for by them, and the number of other parties, and the capital taken by them; and in part 4, a statement of the number of the shareholders subscribing for 2000l. and upwards, with their names and residences, and the amount for which they have subscribed.

4th. There being at present no railway communication between the Liverpool and Manchester Railway, and the Manchester and Leeds Railway (which it is the principal object of the Extension Railway to effect), the present means of conveyance and communication between the proposed termini are insufficient for agricultural, commercial, manufacturing, and other purposes.

That the present means of communication by land between Manchester and Oldham is insufficient for agricultural, commercial, manufacturing, and other purposes; and there is no communication by water.

There is a direct communication, both by land and water, between the proposed termini of the Halifax branch; but the present means of conveyance and communication between the proposed termini are not sufficient for agricultural, commercial, manufacturing, and other purposes.

As to the extension of the line of the railway, the Appendix (B) sets forth a statement of the present amount of traffic by land and water, the average charges made for passengers and goods, and time occupied.

As to the Oldham branch, the Appendix (C) sets forth a statement of the present amount of traffic by land (there being no water communication), the average charges made for passengers and goods, and time occupied.

As to the Halifax branch, the Appendix (D) sets forth a statement of the present amount of traffic by land and water, the average charges made for passengers and goods, and time occupied.

5th. That Appendix (E) contains a statement of the number of passengers, and the weight and description of the goods expected upon the proposed extension of railway.

That Appendix (F) contains a similar statement as to the proposed Oldham branch.

That Appendix (G) contains a similar statement as to the proposed Halifax branch.

6th. That Appendix (H) contains a statement of the amount of income expected to arise from the conveyance of passengers and goods, and in what proportions; and also generally of the description of goods from which the largest revenue is anticipated upon the proposed extension of railway.

That Appendix (I) contains a similar statement as to the proposed Oldham branch.

That Appendix (A) contains a similar statement as to the proposed Halifax branch.

7th. That the proposed Extension Railway is not a complete and integral line between the termini specified, but is to form a connexion with a contemplated extension of the Liverpool and Manchester Railway (a bill for the construction of which is now before Parliament), so as to complete the communication by railway between Liverpool, Leeds, and Hull, and places intermediate; and the calculations of remuneration on such contemplated extension of the line, depend principally upon its being available for the carriage of goods passing for long distances east and west.

That the proposed branch to Oldham, and the proposed branch to Halifax, are each complete and integral lines between each of the proposed termini specified; and the calculations of remuneration do not depend, in either case, upon any extension of such branches.

8th. That there are no competing lines of railway in existence, in progress, or in contemplation, relating to either the extension line of railway, or to the Oldham or Halifax branches.

9th. That on the Extension Railway there is an inclined plane, with an inclination of 1 in 47 for a distance of 322 yards, and an inclination of 1 in 62 for a distance of 1,199 yards, which it is proposed should be worked by a stationary engine.

That on the Oldham branch there is an inclined plane, with an inclination of 1 in 30, for a distance of 2,580 yards, and an inclination of 1 in 132, for a distance of 138 yards, which it is proposed should be worked by a stationary engine.

That on the Halifax branch there is an inclined plane, with an inclination of 1 in 45, for the length of 1914 yards, and an inclination of 1 in 132, for the length of 726 yards, which it is proposed should be worked by a stationary engine.

10th. That there are no other peculiar engineering difficulties in the proposed Extension Railway; nor in the branch to Oldham, except its elevated position.

That there are engineering difficulties on the Halifax branch which may be said to be considerable: they are caused by the steepness, narrowness, and irregular direction of the only valley by which a railway can approach Halifax from the Manchester and Leeds main line. In order, therefore, to obtain curves that are tolerably favourable, considerable cutting is requisite, and some tunnelling. The valley being already occupied by the Calder and Hebble Branch Canal, and several large mills and other buildings, the expense of cutting and embankment is increased, in order to avoid interference with them.

11th That there is no tunnel on the proposed Extension Railway.

That there will be one tunnel on the proposed Oldham branch: it will be 268 yards long, twenty-four feet broad and eighteen feet high from the rails, and will not require any means of ventilation except the openings, as it is short, and no locomotive engines will pass through it. The strata through which the tunnel will pass is not very favourable.

There will be one tunnel on the proposed Halifax branch: it will be 120 yards long, twenty-five feet broad and eighteen feet high from the rails, and will not require any means of ventilation except the openings, as it is short, and no locomotive engine will pass through it. The strata through which the tunnel will pass is favourable.

12th. That on the Extension Railway the gradients and curves are favourable for stationary engine power. That the steepest gradient, except the inclined plane above referred to, is one in 150; and the smallest radius of a curve is sixty chains.

That on the Oldham branch, the gradients (except on the inclined plane) and the curves are favourable. The steepest gradient, exclusive of the inclined plane above referred to, is one in 352. The line is nearly straight, except at the junction with the main line, where the curve is thirty chains radius; and at the Oldham terminus, where the curve is twenty-seven chains radius, but these are at places where great speed will not be required.

That on the Halifax branch the gradients and curves are favourable: the line is level, exclusive of the inclined plane above referred to; and the smallest radius of a curve is fifty-six chains, except at the junction with the main line and where great speed will not be required.

13th. That the length of the proposed extension railway is three-quarters of a mile and 425 yards.

That the length of the proposed Oldham branch is three miles and ten chains.

That the length of the proposed Halifax branch is one mile and fifty-one and a quarter chains.

14th. That the Extension Railway and the Halifax branch are each generally fit, in an engineering point of view, for the purposes for which they are intended. That the Oldham branch is not favourable, in an engineering point of view, but it is the best which the country will afford. The town of Oldham cannot be approached by railway, except by inclined planes, or very circuitous routes and very bad curves.

15th. That it is not intended that the Extension Railway, or the Oldham branch, should pass any turnpike road or highway on a level, nor is it intended that the Halifax branch should pass any turnpike road on a level. The highway which this branch crosses on a level has been already particularly adverted to in this report.

16th. That the estimate of the cost or expense to be incurred, up to the time of the completion of the proposed Extension Railway and branches, and other works proposed to be executed under the authority of the bill now before the committee, amounts to the sum of [illegible], which estimate appears to be supported by evidence, and to be fully adequate to the purpose.

17th. That the estimated charge of the annual expense of the Extension Railway, and the Oldham and Halifax branches, when completed, is [illegible] per cent. upon the estimated annual receipt, and the calculations upon which the charge is estimated have been sufficiently proved.

18th. That the calculations proved in evidence before the committee have satisfactorily established, that the revenue is likely to be sufficient to support the annual charges of the maintenance of the Extension Railway, and the Oldham and Halifax branches, and still allow profit to the proprietors.

19th. That the number of assents, dissents, and neuters upon the Extension Railway, the length and amount of property belonging to each class traversed by the said railway, distinguishing owners from occupiers, and shows a like statement upon the Oldham branch, the Halifax branch; and a like statement upon the deviation of the line, and diversion of the river Calder at Kirkthorpe; and the number of assents, dissents, and neuters upon the station near Saint George's-road, in Manchester, distinguishing owners from occupiers, are shown in appendices.

20th. That Mr. Thomas Longridge Gooch and Mr. George Stephenson were the engineers examined in support of the bill, and Messrs. George Leather and Thomas Hammond Bartholomew and John MacNeill, were examined against that part of the bill which relates to the diversion of the river Calder.

21st. The following petitions were referred to the committee:—

1. The petition of [illegible] stated, that the bill did not sufficiently provide for their protection.

2. That the petition of Henry Taylor stated, that the company had not power to take more than eight acres of his land for a station, near Saint George's-road; and that it was not expedient to provide additional and enlarged stations in the town of Manchester.

3. The petition of the committee of directors of the undertaking of the navigation of the rivers Aire and Calder stated, that the petitioners had succeeded in getting inserted in the Act incorporating the railway company certain clauses for their protection, some of which by the present Bill were sought to be broken through, by diverting the course of the river Calder, and deviating the line of railway near a place called Broad Reach; and that no public object was suggested as requiring any interference with the petitioners' rights, but merely to save the company the expense of making two bridges, as required by the said clauses.

4 The petition of the governors of Chetham's Hospital in Manchester stated, that the exercise of the power to take the petitioners' land would be injurious to the remainder of their property, and that no adequate compensation could be made for the same.

5. The petition of the churchwardens and overseers of the poor of the township of Manchester, states that the Manchester workhouse and burial-grounds had been scheduled; that the workhouse was a complete and extensive establishment, lying convenient for the purpose, and capable of being enlarged to meet the demands which the exigencies of the town might require; that the line of railway did not of necessity require to be taken through the petitioners' property, and other means of communication might be found without interfering with the same.

6. The petition of merchants, manufacturers, and other inhabitants of the town and neighbourhood of Halifax, states, that, in consideration of the friendly disposition of the inhabitants of Halifax to the main line of railway, in 1836 an agreement on behalf of the company was entered into to construct a branch to Halifax, and complete it by the time of the opening of the main line, and that no extra toll should be levied beyond such an amount as would bear a fair proportion to the tolls on the main line.

7. Two petitions of the inhabitants, housekeepers, and ratepayers of the town and borough of Wakefield, stated, that the act incorporating the company contained a clause requiring them to make a viaduct over the entire width of Kirkgate-street, in Wakefield; that the said company had placed over and upon the said street a viaduct, encroaching thereon, and contracting same about twenty feet. That the present bill contained a clause affecting the provisions of the said act, relating to the mode of making the said viaduct to the injury of the petitioners.

8. The petition of the Halifax Gas Light and Coke Company stated, that the Halifax branch would cross the gas-pipes belonging to the said petitioners, and might otherwise interfere and prevent additional gas-pipes being laid down, unless the bill contained clauses and provisions for their protection.

9. The petition of Richard Sutcliffe stated, that the railway company contended that a clause inserted in their first act for the protection of a spring of water was by their second act repealed, and which your petitioner contended was not the case, and sought to have it re-enacted by the present bill.

10. The petition of Richard Kennett Dawson states, that the Halifax branch crosses the estate of the petitioner in the township of Skircoat, and the fertility of which mainly depended on the irrigating drains crossed by the said branch; and that the said estate would be greatly deteriorated in value, unless provision were made for continuing the same drains under the said branch.

11. The petition of Benjamin Fawcett and others, inhabitants, housekeepers, or ratepayers of the borough of Wakefield, contains a similar statement as the 7th petition; and further states that the petitioners were the relators in a bill filed in Chancery against the company for protecting their interests; and the petitioner Fawcett was also defendant in an action to try the right of the company to build the viaduct in the way they had done, which proceedings were then pending.

12. The petition of the company of proprietors of the Calder and Hebble Navigation states, that the Halifax branch would cross the navigation, and would otherwise interfere with the property of the petitioners; and the said bill did not contain any clauses for protecting the interest of the petitioners in crossing their canal.

13. The petition of Edmund Buckley stated, that the Extension Railway would pass through certain land of the petitioner; and that the company proposed to take power to stop up, and divert Cropper-street, and certain other newly laid out streets, which would cut off such streets, and thereby deprive him of the best means of access to his land.

14. The petition of the commissioners for cleansing, lighting, watching and regulating the town of Manchester, states, that the Extension line would interfere with certain streets in the town, and would abridge the rights and privileges of petitioners, vested in them by various Acts of Parliament, unless proper clauses and provisions were introduced into the bill for securing those rights.

15. The petition of the feoffees of the Manchester Free Grammar School states, that the Extension line would materially prejudice the petitioners' rights and interests, and deprive them of a very large portion of their water corn mills, and prejudice, if not destroy, the free and uninterrupted flow of water from the said mills; and that the railway did not offer any public advantages commensurate with the injury and destruction of property the petitioners and others would sustain.

16. The petition of the Warden and Fellows, and the other clergy of the Collegiate church of Manchester, states, that the Extension line would pass through the burial-ground attached to the said church, in which a great number of bodies had been interred. That the construction of the said works, and the traffic consequent on its completion, would occasion serious interruption to the solemn services of interment; and that, at a public meeting of ley-payers, strong feeling was expressed against the measure.

17. The petition of the lessees of lands at Hunt's Bank, in Manchester, states, that the petitioners are lessees of land at Hunt's Bank, upon which they were bound to erect buildings, and lay out large sums of money; and that the company by the bill would have three years to decide whether they would purchase such land, and that the petitioners would be under the necessity of expending the sums of money stipulated by the lease, or committing a breach of covenants, unless provisions were made requiring the company to purchase such land within a short definite period.

18. The petition of Stephen Heelis and others states, that the Extension line passes through the petitioners' land; that power is sought to raise St. George's-road, and stop up certain streets, by which petitioners' land, adjoining same, would be put far below the surface of St. George's-road, and cut off from the same, and from the means of access to and from the business part of Manchester; the said railway being unnecessary, and not offering public advantages commensurate with the serious injury and destruction of property.

19. The petition of Lady William Gordon states, that the petitioner was originally opposed to the passing of the first act, and appeared before the committee to protect her rights, and was then satisfied with and assented, and hoped that such arrangement was final; that, by the present bill, an alteration was proposed in the railway, and a diversion of the river Calder, which were not called for by public necessity, and would be highly injurious to the petitioner's estates, through which they pass; and petitioner is entirely opposed to the passing of said bill.

20. The petition of the Reverend James Crook and the Reverend Thomas Parker states, that the petitioners are seised of certain property in Livesey-street, Manchester, part of which was taken by the company, leaving a strip of less than half an acre, which, by their first Act, if the owner wished it, the company were liable to throw to the adjoining garden of the petitioners; the said company having refused to comply with such request, the said strip was uninclosed, and rendered useless; and the petitioners considered the company were seeking to protect themselves by some technical objection.

21. The petition of John George Smyth, Esq., states, that he is the owner of an extensive estate, which abuts upon the river Calder, near Kirkthorpe, and presents to him a line of river frontage, extremely valuable and ornamental; that the petitioner has ready access to said river; and the company, by their present bill, seek to alter and divert the said river, whereby they will deprive him of his present boundary and river frontage, and cut off the access to the navigation, which he strongly objected to.

22. The petition of Joseph Jones, senior, and others, states, that the petitioners are the owners of property on the Oldham branch, and the making of the same would be highly prejudicial, by its being laid down to pass adjoining or near to the dwelling houses belonging to them; that it would cut off a supply of water belonging to the petitioner, Joseph Jones, senior, and destroy the communication between the different parts of his estate; that, if a railway were necessary the petitioners believed a line might be found better calculated for the public, and less injurious to private property.

23. The petition of Elizabeth Holme states, that the petitioner and her children are interested in certain property in Manchester; and that the said bill will most materially prejudice the rights and interests of the petitioner and her said children.

The 2d, 3d, 5th, 6th, 10th, 15th, and 21st petitions were severally considered by the committee, and clauses have been inserted protecting the interests of the petitioners.

The 7th and 11th petitions were considered by the committee, and the clause relating to these petitions was withdrawn by the promoters from the bill.

No person appeared on behalf of the rest of the petitions.

22d. That there are other circumstances in the case which, in the opinion of the committee, the house should be informed of.

Mr. Mark Philips further reported, that the committee had examined the allegations of the bill, and found the same to be true; and had gone through the bill, and made several amendments thereunto.

NORTHERN AND EASTERN RAILWAY BILL.—Mr. Sandford reported from the committee on No. 1 bill, that it appeared to the committee that the object of the bill being only to extend the time for the purchase of land for the railway authorised to be made by the existing Act, and to extend the time for completing the said railway, the several matters required by the standing orders to be proved before committees on railway bills, do not apply to the present bill.

The Dowlais Iron Company have just laid the foundation stones of two new furnaces; and intend commencing two others very shortly.—*Cambrian.*

PALÆONTOLOGY.—The indefatigable M. Lartet, of whose labours we have so often spoken, announces the discovery of two fossil Carnivora, one of which appears to constitute a sub-genus, intermediate between the badger and the otter, and the second approaching to the dog, differing but little from that gigantic fossil which he has described under the name of Amphicyon. He is of opinion that the latter is the same animal as that of which some remains were found at Epelsheim, and which constitutes the genus Agnotherium of M. Kaup. "There are," says M. Lartet, "a considerable number of fossil mammiferæ found on the borders of the Rhine, which appear to me to be identical with those which are daily brought to light at the foot of the Pyrenees. These affinities are the more interesting, because the intermediate countries, Auvergne, for instance, possessed very different traces of animals.—*Athenæum.*

INTERESTING DISCOVERY.—An interesting discovery was lately made of numerous fossil remains of one of the larger pachydermatous (or thick-skinned) animals, most probably of an extinct species of elephants. They were accidentally turned up by some labourers at work in a gravel pit, not far from the Grand Junction Railway station at Coppenhall. As far as our information extends they are apparently remains of one animal, and amongst the most remarkable is a fine molar tooth, weighing more than seven pounds.—*Chester Courant.*

ON STEAM BOILERS AND STEAM-ENGINES.

BY JOSIAH PARKES.*

In a preceding communication the author had treated of the amount of evaporation in different kinds of boilers in common use; in the present, he treats of their peculiar and relative merits as evaporative vessels, the laws which regulate the amount of evaporation for assigned heated surfaces, and the practical rules whereby the performance of boilers may be tested. The water evaporated and fuel consumed, had been tabulated in the previous communication; the author now gives the dimensions of the several boilers—the area of the grates—the area of heat-absorbing surfaces—and the rates of combustion and evaporation. The connection of the boiler with the engine as regards the proportion of boiler to engine power, is reserved for consideration in a subsequent communication; the attention is now confined to the influence of the proportions of the parts on the performance of boilers for a given weight of coal. Evaporation may be considered as the measure of the useful effect obtained from any weight of fuel, or, together with the duty done by an engine, the measure of the useful effect of a given weight of water in the shape of steam. The author insists on the importance of ascertaining with accuracy the weight of the water which in the shape of steam has passed through the cylinder of an engine. The weight of water or quantity of steam requisite for producing a given effect or duty, was the subject of continual research by Smeaton, and the basis of Watt's discoveries. The author being led to make observations on evaporation twenty years ago, soon perceived that the completeness and rate of combustion, the proportion of the grates to the combustion effected upon them, and to the whole heat-absorbing surface, were important elements in evaporative economy. These elements, in the author's own experiments at Warwick—where slow combustion was pushed to nearly its farthest limit—in those of Smeaton at Long Benton—of Rennie and Watt at the Albion Mills—of M. De Pambour on the locomotive engine, in which intensity of combustion and evaporative power are at their highest limits—of Nicholas Wood on the Killingworth Engine—and of Mr. Henwood and others on the Cornish Boiler, are the data for the analysis of the principle, which the author now attempts to develope as the true principles of evaporative economy.† The authentic facts here recorded of the working of boilers and engines of established credit and notoriety, will enable the employer of any boiler or engine to compare his practice with specimens of acknowledged and well-attested merit. The results derived from the above data are arranged in a tabular form, so as to exhibit at once the relation which any one property and the several parts of the boiler bear to any other, and to the effects produced, the amount and activity of the combustion (to which the author assigns the term *calorific forces*), and the modifications it experiences by the structure and disposition of the several parts. There are also certain quantities and relations which exert a peculiar influence over the results, which being rightly ascertained are exponential or indicative of the practice of each particular boiler; these Mr. Parkes calls the *exponents* of that boiler, and are as follows:—The quantity of coal burnt under a boiler in a given time—the quantity burnt on each square foot of grate per hour—the quantity of water evaporated per square foot of heated surface—and the number of pounds of water evaporated by a given quantity of coal. Besides this, the influence of time, that is, the time of duration of any given portion of heat about a boiler, and about equal areas of surface, demands our most attentive consideration, and is specially treated of at the close of the paper. It appears most distinctly, that the boilers, tested as to their merit by their respective evaporative economy, arrange themselves in the inverse order of the rate of combustion. The Cornish boiler, being greatly superior to all the others when tested in this manner, as well also as in respect of time, is selected as the standard of comparison, whereby to mark the scale of descent from the highest point of excellence yet attained in evaporative economy. For this purpose then the Cornish results are considered as unity.

The values of the exponents for the Cornish, wagon, and locomotive boiler respectively, are collected together in the following table, which will serve to show, at one glance, the respective values of the boilers on this comparison:—

Boiler	lb.	
Cornish	1·0	of coal, burnt under one boiler in 44·08 seconds.
‡Wagon	1·0	ditto ditto 16·57 ..
Locomotive.	1·0	of coke, ditto 0·45 ..
Cornish .. .	8·4	of coal burnt on each square foot of grate per hour.
Wagon	16·7	ditto ditto
Locomotive.	79·3	of coke, ditto
Cornish	1·0	of water evaporated by one square foot of heated surface, per hour, from 212 deg.
Wagon .	7·1	ditto ditto
Locomotive.	12·0	ditto ditto
Cornish .. .	11·8	of water evaporated by 1 lb. of coal from 212 deg.
Wagon	9·8	ditto ditto
Locomotive.	7·2	ditto 1 lb. of coke, ditto
Locomotive.	5·4	ditto 1 lb. of coal, ditto

The Cornish boiler possesses some peculiar advantages, both as regards structure, and the practice of slow combustion; since, by the former, great strength is attained, and, by the latter, time is given for the complete combination of air with the heated fuel, for the transmission of heat through the metal, and for the escape of the steam through the water. The plates of the Cornish boiler are usually half an inch thick, whereas those of a low-pressure boiler are usually ¼ to 5-16ths of an inch thick; thus a much larger extent of surface is necessary to transmit a given quantity of heat in a given time in the former than in the latter case. The Cornish engineers allow seven times as much surface as in the general wagon boiler practice for the evaporation of equal weights of water in equal times, and twelve times as much as in the locomotive; from which there is a gain of from 30 to 40 per cent. in the former, and of 64 with coke, and 100 with coal, in the latter case. The wagon boiler has great disadvantages of structure, being ill adapted to resist internal pressure, liable to collapse, and greatly affected by incrustation. According to the above table, which exhibits the mean of eight experiments, the combustion is 2¼ times more rapid per boiler, and 3 times more rapid per square foot of grate per hour, and the rate of evaporation is 7 times greater than in the Cornish. The loss of heat, the Cornish being unity, is 24¼ per cent. The construction of the locomotive boiler is so very different from that of every other species of evaporative vessel, that no strict analogy can be drawn betwixt it and any other. From the above practical results, it appears that the rate of combustion, per boiler, is nearly seven times, and per square foot of grate, per hour, twenty-three times more rapid; that the rate of evaporation, from equal surfaces, is twelve times more rapid than in the Cornish boiler. The loss of heat, the Cornish being unity, 51 per cent.

The author discusses, at length, the varying circumstances connected with different boilers, and the corresponding influence on the above results, and particularly the system of management, by which he was enabled, with a wagon boiler, to approach the Cornish results. The table accompanying this paper will frequently enable the intelligent employer of a boiler to ascertain the best proportion of parts and the best practice. For, having decided on the quantity of steam he requires, he knows the quantity of fuel which will generate it if he adopts the measures of surface and proportions of parts which have given relative effects; or he can ascertain whether his present practice be good or defective. Notwithstanding the great stride which has been made in the economy of fuel by the Cornish engineers, the sources of waste are still great; and we may hope for great advances in evaporative economy, when combustion, as a science and practical art, has received the attention which it merits. The effect of a different practice, as regards rapidity of combustion and arrangement of parts, entirely disturbs the relation betwixt boilers of equal surfaces; the table shows an almost perfect identity in the total, the radiant, and the communicative areas between the mean of eight experiments on the wagon and eleven on the locomotive boiler; and the locomotive boiler would present between three and four times greater surface to absorb the heat generated on the grate than the wagon, if the rate of combustion were the same in both; but the rate of combustion is seven times more rapid in the locomotive, and consequently the locomotive does not offer one-half the surface of the wagon boiler for the absorption of the heat produced from equal weights of fuel in the same time. The result of this discordant practice is a loss, by the locomotive, of one-third of the heat which is realised in the wagon boiler; that the rate of evaporation from equal surfaces is augmented in the locomotive by 65 per cent., so that the increase of evaporative power is attended by a sacrifice of 33 per cent. of fuel. The locomotive possesses peculiar advantages in the thinness of the metal composing the tubes, and the subdivision of the heat, but these are more than neutralized by the exceedingly short period of the duration of the heat from any given quantity of fuel about the boiler. This most important subject of time is discussed in a series of propositions based on the following principles. The structure of the boiler and its mode of setting occasion the heat to travel greater or less distances, and over very unequal extents of surface in equal times, and the value of time will be appreciated by referring it to the rate of combustion, to the distance passed over by the products of combustion before they quit the boiler, the time in which the heat traverses the boiler, and to the period of the duration of the heat about equal areas of surface. These remarkable elements give rise to eleven propositions, which are fully discussed and illustrated by tabulated results. The peculiar action which takes place on the metal of the boilers, is indicated by the phrase, *intensity of calorific action*, since there are involved many actions which are entirely independent of the temperature of the fire. The relations furnished by some of these propositions, are facts as regards the relative action of the fires, and furnish approximate measures of the effects of different systems of practice on the durability of the boiler.

* Being the substance of a paper read at a late meeting of the Institution of Civil Engineers—the former part of which appeared in the *Mining Review*.

† The author has been unable to obtain any similar data for the Marine Boiler.

‡ The results for the wagon boiler are the means for eight boilers.

RAILWAY INTELLIGENCE.

Opening of the London and Croydon Railway.—Thursday, in honour of her Majesty's birth-day, the opening of this railway took place, in the presence of a great number of distinguished personages. At eleven o'clock twelve carriages, attached to a new and splendid locomotive engine, called the "Victoria," left the terminus at London Bridge, and proceeded to Croydon at a rapid rate. The line will not be opened to the public till next month.

Greenwich Railway.—We understand that upwards of 30,000 persons were conveyed by the Greenwich Railway on Monday last, and that 400 journies were performed in twenty hours, during which time the trains from each terminus started every six minutes, without any accident or injury beyond a slight temporary stoppage occasioned by some carriages getting off the rails. The money received exceeded 1000*l*., being upwards of 400*l*. more than has ever been received on this railway.

Derby and Birmingham Railway.—This railway will be opened to the public at the end of June or early in July; and by the spring of next year the railroad to York, by this and the North Midland line, will be opened, giving an entire line from London to that city.—*Derby Mercury.*

Llanelly Railway.—This line will be opened from Llanelly to Llandibie, sixteen miles, by July 1st, and the mineral produce abounding in this district will be brought down to the harbour in large quantities. Two splendid locomotives, by Hackworth, of six wheels each of four feet diameter, and all six coupled with 15-inch cylinders, and each engine weighing eleven tons, will be launched by the opening.

The Manchester and Leeds Railway.—The directors of this railway, accompanied by their engineer, Mr. Gooch, inspected the works of the line between Manchester and Todmorden, on Friday week, proceeding by the Stanley engine, from Rochdale to the summit tunnel; this part of the line being already complete, although the time contracted for has not yet expired. The performance of the engine gave great satisfaction; and the novelty of its appearance in this neighbourhood caused a large assemblage of the inhabitants, who received the party with most hearty cheers.

Glasgow and Ayrshire Railway.—We have stated the progress of the works on this line of railway between Ayr and Kilwinning; and we are now gratified in being able to communicate that the operations thence towards Glasgow are also proceeding with great spirit, so that no doubt is entertained that the entire line will be open to the public by May, 1840.—*Scotch Reformers' Gazette.*

North Midland Railway.—The open cutting through the town of Belper is expected to be completed in about four months. The bridges over the several streets and lanes are commenced, as are also the retaining walls, for which a great quantity of stone is prepared. The bridge for the new turnpike road, north of Belper is completed, and will soon be ready for use. The passage under the bed of the Cromford Canal, at Bull Bridge, has been open for some time, and the works are proceeding there with great activity. The last of the foundations of the large bridge over the Derwent, near Amber-gate, was put in this week; considerable difficulty has been experienced here, as the workmen have been many months, night and day, at work, assisted by a powerful steam-engine.

Glasgow, Paisley, and Greenock Railway.—On Saturday last, the directors of this railway, made their periodical visit to the road. After inspecting the new carriages at Glasgow, which are of the most elegant and comfortable description, they proceeded along the line to Greenock, examining every part of the works with much attention. Between Glasgow and Paisley the progress is rapid, and a great part of the permanent road is in course of being laid. The drift-way through the Arkleston tunnel is almost completed, and the tunnel is widened out for a considerable part of its length. In Paisley the bridges and walls are very forward, and the large bridge over the Cart has its centre ready for turning the arch. Proceeding westward beyond Paisley, the walls and embankments are creeping up, and the railway is already carried over the moss. The consolidation is becoming daily more apparent, and there is no doubt that an excellent bit of road will be the result of the precautions adopted. At Bishopton all is bustle and activity, and nowhere is there greater evidence of the late delightful weather. Between West Ferry and Port-Glasgow the work is comparatively light, and has made great progress since the last inspection. The directors, we learn, were much gratified with the energetic measures taken to secure the completion by the first of June, 1840, and anticipate at their next quarterly visit having a long run on the locomotive. Indeed, there seems no question but that most of the road will be laid this year. In the evening, the directors entertained at dinner Mr. Wallace, of Kelly, the active supporter of the railway in Parliament.—*Greenock Advertiser.*

Sheffield and Rotherham Railway.—This snug little line of railway is in a fair way of being one of the most profitable in the kingdom. On Sunday and yesterday, the number of passengers amounted to upwards of 11,000. The trains went every half hour, being at the rate of 535 miles in the two days. This is certainly doing business, and no mistake.—*Sheffield Iris.*

Railway Travelling.—To persons who have been in the habit of travelling along the great English lines of railway, it is quite unnecessary to refute the assertion that the convenience of the passengers is not attended to. The luxury of travelling is a journey in the mail carriage from Liverpool to London. When we remember, like some dream of our childhood, the coach that used to spend twenty-four hours on the way—the jolts that every minute shook the aching bones of the passengers—rousing from the snatch of sleep (if sleep it could be called) that seemed almost to make longer the tedious hours of the night—the constantly recurring memento, "change coachman, sir," that assailed you at every stage—the door of the coach held open to admit the cold blast, while, at the same time, each passenger slowly unloosed his complicated muffling to reach the silver piece deposited in the inner fold of his voluminous vestments—when we remember all these as sufferings which once were to be endured to accomplish the removal of our precious selves from Dublin to London—and when we find ourselves now wheeled along just as much at our ease as if we were sitting here in our editorial throne—leaving Liverpool after a breakfast made more hearty by the slight heaving of the packet in the night—and reaching London in time for a dinner at a fashionable hour, with not enough of fatigue even to sharpen the appetite—we are almost led to believe that we have lived through centuries instead of years, or that some mighty magician has been upon the earth, and made the changes of years equal to those of centuries. Whenever we hear of any one complaining of the inconveniences of railway travelling, we always wish that we had it in our power to sentence him for the rest of his days to travel by the common road.—*Dublin University Magazine.*

Fatal Accident at Wheal Betsy Mine.—On Sunday week, at Wheal Betsy mine, in Mary Tavy, a miner named John Hodge, was employed, with two others, in weighing the bob of a water-wheel, and had succeeded in raising it three or four feet, when he propped it up with pieces of timber; the weight, however, was so great that the soil under the props gave way, and the bob fell to the ground, crushing Hodge under it, and killing him on the spot.—*West Briton.*

FURNACE AND POTS FOR MELTING METALS.

A new patent has been taken out for an improved furnace and pot in America, by Mr. Silas Grilley, of Connecticut, the particulars of which we extract from the *Franklin Journal* for January:—

"The furnace may be round or square, and of a size suitable for the pots intended to be used, and must be lined with fire brick, or other material indestructible by fire, and having a grate at the bottom, the middle bar of which should have on it an elevated stand about an inch high, for the pot to rest upon.

"The pots may be of any size, and for large or small operations, and are in the common form, except that they should be made without a projecting lip, and of the materials in common use, or of any other that will stand the fire; the improvement consists, principally, in placing on the melting pots, a top pot, or tube, open at both ends, about one-fourth longer than the bottom pot—in diameter, of the size of the lower pot where they join, and a little less at top, having a shoulder with a lip at the bottom, to fit, embrace, and rest upon the top of the lower pot, and is made of the same materials as the lower pot.

"The object and peculiar use of the top pot, or tube, is to enable the operator to charge both pots with metal sufficient, when fused, to fill the lower pot as it melts and descends; thus preventing the necessity of opening the furnace to introduce cold metal, and the waste of time occasioned thereby; and while the fuel in the furnace surrounds both pots on the outside, all coal may be excluded from the inside of both.

"The furnace may be covered with folding doors, closing around the upper pot, or tube, or it may be held steady in place, by a ring around the tube having branches hooked to the sides of the furnace. The top of the tube may be covered with a moveable lid, to exclude coal when feeding the furnace.

"The object is to confine the heat, and to give easy and direct access to the lower pot for the occasional supply of metal when necessary for compounding, or otherwise, without interfering with the fuel, and to prevent the waste of metal by such interference, and the loss of time and labour by the usual mode of feeding.

"After the metal is all fused, the top pot, or tube, may be taken off, and a flaring piece, or hopper, having an open orifice in the centre, of the size of the melting pot, made of the same materials as the pots, and fitted with a lip to the top of the lower pot, and flaring upwards nearly to the sides of the furnace, may be placed upon the top of the pot, thereby confining the heat around the pot, and preventing the loss of metal by washing, while stirring the melted mass to mix and amalgamate the metal—a necessary operation, and often attended with loss.

Iron Ships.—The *Ironsides*, the first sailing vessel constructed of iron, which has ever crossed the Atlantic, has just returned to Liverpool with a cargo of cotton from Brazil, after a passage of forty days, though during the whole trip light winds prevailed. This has completely established the practicability of navigating the ocean in ships of iron. The compasses, whose action it was predicted would inevitably be deranged, worked very correctly; and the superiority of the material of which the vessel is built is proved by the fact, that in the course of the whole voyage it was never once necessary to use the pumps. In fact, her hull is absolutely water tight. The success of this experiment is highly important, occurring as it does at a time when timber is scarce and dear. So little has the *Ironsides* suffered from exposure to wind and weather, that her appearance would induce the belief that she had but lately been launched. Her tonnage is 264; draft of water aft, 8ft. 7in. and forward 8ft. 3in.—[This is a very important notice, and we commend it to the consideration of our commercial readers. In the adoption of iron ships several points are to be considered.—Economy and durability, we suppose, are in their favour. Their sailing qualities seem by this experiment to be at least equal to those of wooden ships; but these depend, less upon the material of which a vessel is built than upon her model. The thing that strikes us most, however, is the extreme buoyancy of the iron ship. She is said to be 264 tons—we presume by the new mode of admeasurement: if so, she carries probably 400 tons, and yet she draws only about eight and a half feet of water, or perhaps, with a heavier cargo, nine and a half feet or ten feet at the utmost! Now, the great drawback upon the profit of the coasting trade, at least in this part of England, is the impossibility of constructing a vessel that will carry a large cargo with a draft of water suitable to our tide-harbours. A vessel of one hundred tons will draw as much water as this ship; and if the burden be carried up to 150 or 200 tons, the draft of water becomes a serious impediment, and what is gained in freight is lost in frequent and vexatious delays, and in injuries sustained from grounding on bars and sandbanks. But a vessel of 100 tons cannot be sailed in winter, and ought not to be sailed at any time, with fewer than four men and a boy; making for four such vessels twenty hands: while such a ship as the *Ironsides* might be sailed with twelve or fourteen hands at all seasons. But will an iron ship take the ground with a heavy cargo? That seems to us the principal question; and if it be found that she will—if it be found that a ship of large burden can be so constructed as to be fit for all the purposes of the coasting trade, and capable of enduring the severe trials to which the best and strongest ships are exposed in it, and yet so buoyant as to enter all the Welsh and Cornish ports, at neap tides—if this be ascertained, we may expect in a month or two, to see half the smiths of Hayle and Neath turned into ship-builders.—Ed. *Cornwall Gazette*.]

Mineral Wealth of Ohio, U. S.—From an official examination, undertaken in 1837, it is estimated that about 12,000 square miles of this state are underlain by coal, and 5000 by workable beds of this valuable material, of a mean thickness of six feet. In many places, several successive beds of the coal are superposed one over the other, with sandstone, iron ore, shale, and limestone, intervening. The coal beds are favourably situated for working, as they are found in the hills and ravines, where they can be drained with little expense, and without deep shafts and expensive machinery, like those of Europe and some other parts of the United States. Every square mile, containing six feet in thickness of workable coal, will yield about 6,000,000 tons, which is an abundant annual supply for all the people of this state, both for domestic and manufacturing purposes; and if we allow double this amount for perspective consumption, in consequence of increased population and manufactures, we have coal within a moderate depth, sufficient for 2500 years' consumption. If we consider the value of coal as a means of motive power in propelling machinery, each acre, of the 5000 square miles of coal, contains, stored and ready for use, a power equal to that of 192 men for 100 years, working ten hours per day. Allowing a profit of only 25 cents (about 1s. 1d. English) on each cubic yard of coal, an acre would yield a profit of more than 2090 dollars (413*l*.) where a depth of six feet is worked. On the same authority, it appears that the iron ore deposits in this state are of immense value and importance. They are rich—some of them yielding 60 per cent.—and easily wrought. From the juxta-position with the coal and limestone, it is easy to foresee that this branch of manufacture will become a great and inexhaustible source of revenue to the state. At a very low calculation, the iron ore in the region already explored, is equal to a solid unbroken stratum sixty miles in length, six miles in width, and three feet in thickness. A square mile of this layer—being equivalent, in round numbers, to 3,000,000 cubic yards—when smelted will yield as many tons of pig iron. Multiply this by the number of square miles contained in the stratum (360) and it gives 1,080,000,000 tons, which, from these counties alone, will yield annually, for 2700 years, 400,000 tons of iron—more than equal to the greatest amount in England previous to the year 1829. From this estimate which, it is believed, is much too low, it appears that the iron ores of this portion of the state are not only sufficient to supply all domestic demands for ages, but to form an important article of commerce with other states.—These facts are gathered from a notice of a geological survey of the state of Ohio, in the *American Journal of Science* for July 1838, and are well worth the attention of some of our enterprising capitalists.

Powers of Machinery.—In one branch alone (the cotton trade) some spindles, which before the new improvements were projected used to revolve fifty times in a minute, now perform six, seven, and in some cases 8000 revolutions, in the same short space of time. In one establishment at Manchester there are 136,000 spindles kept in incessant motion by steam power, by which they are enabled to spin 1,200,000 miles (not yards) of cotton thread per week. The weekly produce of this article, when the machines are in full work, is about 400,000,000 of miles or enough to encompass the earth 160 times.

Phosphorus.—M. Becquerel is of opinion, that electric light renders certain bodies phosphorescent, when they have for some time been exposed to its action. The violet rays possess the greatest degree of this power, while the red rays are entirely destitute of it. Those substances which suffer almost all white rays to pass through them, reduce their phosphorescent property to nearly one half.—*Athenæum.*

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NOTICE of ALLOTMENT of SHARES in the MACERONI COMMON ROAD STEAM CONVEYANCE COMPANY; to be incorporated by Act of Parliament.—Capital £200,000, in 40,000 shares of £5 each.

Treasurer—James G. Murdoch, Esq., Frognall, Hampstead, and 11, Haymarket.
Bankers—Messrs. Bouverie and Co.

4,000 shares, of the value of £5 each, in the capital stock of this company, to be now issued at £5 per share, upon which no further calls will be made, to be paid within Fourteen days after notice of the allotment of the same.

On the issue of the remaining shares, each of the above 4000 shares will entitle the holders, in preference to other parties, to an allotment of three more £5 shares at par, if taken within fourteen days after notice of their allotment.

Application for shares to be made, post paid, to the provisional committee, at Mr. Hodgson's, and at Mr. G. Concanen's, 21, Lincoln's-Inn-fields; of whom prospectuses may be had.

The committee will proceed to the allotment of the first 4000 shares on Monday, the 3d day of June next, and no applications for such shares will be received after Saturday, the 1st day of June.

MEETINGS OF SCIENTIFIC BODIES.

IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOUR.
Royal Geographical	21, Regent-street	Monday	9 P.M.
British Architects	43, King-st., Covent-garden	Monday	8 P.M.
Civil Engineers	1, Cannon-row	Tuesday	8 P.M.
Zoological	28, Leicester-square	Tuesday	8½ P.M.
Society of Arts	Adelphi	Wednesday	7½ P.M.
Scientific Society	Charlotte-st., Bloomsbury	Thursday	8 P.M.
Royal	Somerset House	Thursday	8½ P.M.
Antiquaries	Somerset House	Thursday	8 P.M.
Royal Institution	Albemarle-street	Friday	8½ P.M.
Royal Asiatic	14, Grafton-street	Saturday	2 P.M.

PUBLIC COMPANIES.

MEETINGS.

Gwinear Mining Company	15, Great St. Helen's	May 28	12.
East Cornwall Mining Association	3, Austin-friars	28	12.
East Mulberry Hills Mine	Clarendon rooms, Liverpool	28	12.
Portsmouth Floating Bridge	Fountain Inn	28	11.
Tregolian Mining Company	George and Vulture	29	1.
Hungerford Market Company	Villiers-street, Strand	30	1.
Wheal Harmony and Montague	Clarendon-rooms, Liverpool	30	12.
Arigna Iron and Coal Company	9, Liverpool-street	31	1.
Deal Pier Company	London Tavern	31	1.
London Joint-Stock Bank (general)	Princes street, Bank	June 1	11.
Bank of Australasia	18, Aldermanbury	3	2.
Grand Union Canal	20, Surrey-street	3	11.
Altona, Hamburgh, & Lubeck Railway	George and Vulture	3	12.
Northern and Eastern Railway	61, Moorgate-street	3	12.
Trewolvas Mining Company	12, Pancras-lane	3	12.
Llanelly Railway and Dock	London Tavern	3	1.
Bank of British North America	7, St. Helen's-place	4	12.
Grand Junction Canal	Crown and Anchor	4	12.
Regent's Canal	City-road Basin	5	2.
United Hills Mining Company	George and Vulture	5	1.
Thames and Medway Canal	Union-court, Old Broad street	5	1.
Birmingham, Bristol, & Thames Junction	1, Robert-street, Adelphi	5	1.
Hammersmith Bridge	Crown and Anchor	6	1.
Holmbush Mining Company	Office, New Broad-street	6	12-1.
Beeth Consolidated Mining Company	Court-house, Leeds	7	2.
Mexican and South American Company	16, New Broad street	12	1.
London Joint Stock Bank (special)	Princes-street	12	12.
Grand Junction Water-works	Brook-street	13	12.
Mount's Bay Mining Company	King's Arms, Holborn-bridge	14	—.
Cornubian Lead and Silver Mine	London Inn, Devonport	17	12.
Kellewerris Mining Company	London Tavern	22	1.
Perran Consolidated Mining Company	St. Mildred's-court	26	2.

CALLS.

Glasgow, Paisley, & Ayr Railway	5l.	May 28	As former calls.
Van Dieman's Land Company	1l.	June 1	53, Old Broad-street.
National Reversionary Investment	2½l.	1	65, Old Broad-street.
West Durham Railway	1l.	1	London Joint-Stock Bank.
London, Newcastle, &c. Shipping Co.	1l.	1	63, Threadneedle-street.
Wheal Morgan Mine	1l.	1	78, Poultry.
London and Brighton Railway	5l.	3	Smith, Payne, and Co.
East Wheal Strawberry Company	10s	3	3, Freeman's-court.
Edinburgh and Glasgow Railway	5l.	4	As former calls.
Midland Counties Railway	10l.	8	Glyn, Hallifax, and Co.
West Wheal Jewel Mining Co.	10s.	17	London & Westminster Bank;
	10s.	July 17	& Western Dist. Bank, Truro.
Cambrian Iron and Spelter Co.	2½l.	Aug. 1	London Joint-Stock Bank.

DIVIDENDS.

United Hills Mining Company	12s. per sh.	5, Adam's-court	May 21.
Anglo-Mexican Mint	24s. per sh.	9, New Broad st.	June 1.
Equitable Reversionary Interest Co.		10, Lancaster-street	1.
Alliance Insurance	1l.	1, Bartholomew lane	—.

THE MINING JOURNAL,

And Commercial Gazette.

LONDON, MAY 25, 1839.

Several weeks have now elapsed since we last adverted to the subject of Irish Railways, and we then did so with feelings less sanguine than on former occasions. We observed that the present situation of the Government project was by no means such as its friends and supporters could have wished, and alluding to the previous postponement of the Bill, expressed our apprehensions that it would be still further delayed—intimating some fears as to its ultimate success, from the unsettled aspect of political affairs which prevailed at the time.

The postponement and neglect which we then anticipated, has been verified by the fact, and the measure which triumphantly encountered the strongest opposition in passing through the House of Commons in the beginning of March, remains in almost complete abeyance at nearly the close of May. Upon a review of all the circumstances of the case, we are induced, however, to believe that this delay, so far from injuring or putting a stop to the project, will, in the end, be highly beneficial to it; and that like all measures of really great and national importance, it will ultimately triumph over opposition, and even receive strength and consistency from it. Had the measure been brought forward sooner, and during a period of great political struggle and excitement, its fate would have been perilled by a nicely-balanced division, and its really important and national bearing might have been lost sight of in the eager conflict of party. This danger has been avoided, and the delay promises further to be beneficial, by developing new views of the subject, by maturing the plans for its execution, and by allowing its importance to be more generally and correctly appreciated than before.

We have observed with satisfaction, that while the subject of Irish Railways has been slumbering in Parliament, in consequence of the general aspect of political events, it has been repeatedly and actively discussed at private meetings of influential gentlemen—landowners and members of Parliament connected with Ireland. The interest taken by these gentlemen in the subject is precisely what we wish to see; it concerns them not as a remote or abstract question, but as a thing of immediate, direct, and personal importance—and the sentiments which they express are, therefore, entitled to the highest consideration. We are glad to observe, too, that the great principle we have advocated—that of Government interference—is becoming more generally recognised, and that the chief point now open to discussion, is in the mere local details of execution, which, however important in themselves, will, we have little doubt, be readily adjusted to the satisfaction of all parties. It is, in fact, one of those points which can, perhaps, be adjusted better, and more fairly, by the discussion and the interference of local interests, than by the decision of any individual or individuals, founded on more abstract considerations.

Setting aside the execution of the general plan recommended by the Commissioners, and at the same time endeavouring to confer a general, and not a partial, benefit on Ireland, by carrying a portion of it only into effect, it is obvious that great difficulties must be encountered—that unfairness and partiality (however remote from the intention) might be urged with some appearance of truth. The difficulty we have alluded to, we evidently felt by Lord Morpeth in the course which he proposed, and was indicated by several passages of his speech. The noble Lord stated that, for his own part, "he should have rather liked to have grasped more than the proposed lines," and after giving the reasons for his selection, remarked, with great candour, "that he did not think that a better line could not be given, although he thought that the one selected afforded a sufficient opportunity to try the experiment." Sir Robert Peel, in opposing the Government plan, pointedly alluded to the same difficulty, when he stated that "the people of Ireland would not be contented with their making only one single line," as had been proposed by Lord Morpeth.

It is thus evident, that any partial execution of railroads in Ireland, in the mode which has been proposed by Government, labours under a considerable difficulty from the onset—a difficulty felt and acknowledged by its friends, and at the same time furnishing a formidable weapon to its enemies. It is further evident, that unless this difficulty is reconciled, a serious obstacle is placed on the very threshhold of that great attempt to benefit Ireland, which for real, sound, and practical advantage, both present and future, to our mind greatly surpasses any plan which has yet been proposed for the amelioration of the state of that country.

The private discussions of the subject by gentlemen connected with Ireland, to which we have alluded, in which a prominent and active part has been taken by Mr. Bermingham, have, however, done much to remove this difficulty; a plan has been pointed out by which various and remote parts of the country would be simultaneously benefitted, and the confliction of local interests be avoided. Reasoning on the principle that any aid by Government to railways in Ireland ought to be distributed in due proportion to the three provinces of that country, it has been very fairly and properly suggested that "three great leading lines of railway in Ireland—one to the north, one to the south, and one to the west—should be simultaneously constructed." The resolutions of the meetings at the Thatched House Tavern, embodying this suggestion, were communicated to Lord Morpeth a short time since, as noticed in our Journal; and it is satisfactory to find that his Lordship at once allowed the weight which should be attached to the sentiments of the gentlemen who addressed him, and stated that what had occurred during the interview, and the independence, respectability, and influential character of the deputation, very much inclined his mind, so far as he was individually concerned, favourably to consider the proposition which they offered.

From all the circumstances which have now been noticed, we are induced to augur well of the success of a measure which we have so strongly advocated. It is something for influential men connected with Ireland to manifest such interest, as to hold meeting after meeting on the subject, and to discuss with temper and forbearance the various views which have occurred to them. It is something to have had a plan suggested which promises happily to combine conflicting local interests, and is further approved by the noble Secretary for Ireland, although militating against his own well-considered project. Looking at all these circumstances, we are disposed to think that while apparently dormant, the question of Irish Railways has in reality been making good and satisfactory progress, and that should its friends remain firm in their sentiments, and persevering in their efforts, it may, at no distant period, be triumphant over all obstacles, and produce those national advantages which ourselves and others are sanguine in anticipating from it. Exertion, strenuous exertion, must, however, be used by the friends of the measure, as it will, doubtless, be strongly opposed on the bringing up of the report.

With regard to minor differences of opinion, such as on a great question like the one before us, will always more or less prevail, we do hope that on the present occasion they will be waived or urged with moderation. We have already declared our conviction that existing railway interests are fairly entitled to compensation, and we trust that they will be fairly and liberally dealt with by Government in its proposed arrangements, as they are on every principle of equity entitled to an equivalent for the actual loss they may have sustained. Should this be assented to, private enterprise will have nothing to fear from Government competition. Government will, indeed, have taken upon itself the hazardous experiment of constructing some few great lines, but the natural consequence of these must be the extension of the system by private enterprise—an extension far greater in its aggregate magnitude, and in all probability, if conducted with judgment, quite as remunerative in its ultimate results. The natural effects of the construction of one or more trunk lines will be to throw open natural resources hitherto inaccessible or neglected; and thus, as it were, to create new fields for private enterprise, amply compensating for any infringement which the interference of Government may be supposed to occasion—an infringment which, we consider, is rather apparent than real—supposing of course that compensation is made to existing railway interests for any positive loss which they may thus sustain.

Before quitting the subject of Irish Railways, we have to acknowledge the courtesy of Mr. Bermingham, in forwarding us reports of the meetings held through his instrumentality at the Thatched House Tavern, and also to direct attention to the following letter, which we have received from that gentleman, in reference to the sentiments which he expressed to Lord Morpeth, on behalf of himself and his friends, when conveying the resolutions of the meetings to his Lordship, as a member of the deputation.

IRISH RAILWAYS.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—The best answer I can give to the statement of Mr. Dixon (chairman of the late meeting of the General Irish Railway Committee), which appeared in the *Dublin Evening Mail* and *Monitor* of last week, is to refer him and the public to the printed reports of the two meetings held at the Thatched House Tavern, St. James-street, to be had of Millikens and Curries, Dublin, Fores, Piccadilly, and Smith and Elder, Cornhill, and to the printed report of the proceedings of the deputation, also to be had of Fores, Piccadilly, from which you will oblige me by extracting what I really did say to Lord Morpeth.

I advocated the cause of private enterprise so long as there was a chance of its success, but finding the opinion strongly against it, and having from Lord Morpeth the determination that the Government would not lend money to private parties, and likewise having the opinion of the majority of the Irish members (Mr. Lefroy included) that it should be left in the hands of the Government, I determined not to oppose the project of Government executing the three trunk lines impartially to the north, south, and west, but I did not pledge any other party to my opinion, but spoke for myself alone. I was permitted to attend two meetings, held at the Carlton Club, consisting of Irish noblemen, members of Parliament, and other gentlemen interested in Irish railways—Mr. Lefroy in the chair—when, after two days' deliberation, they came to the following resolution, which was carried unanimously:—"That the introduction of the railway system into Ireland, under the control and direction of Government (provided it be upon perfectly impartial principles), is entitled to our support." I am, Sir, yours, &c.

23, *Dover-street*, *May* 20. Thomas Bermingham.

The following are the observations referred to in the above letter:—

Mr. Bermingham.—I have the honour to represent here a considerable body of most respectable persons who have hitherto acted upon the belief that railways in Ireland could be more advantageously constructed by private enterprise, but I do *not* feel authorised to state, that if those lines now alluded to were agreed to by Government, and carried *pari passu* into execution, my friends would not stand in the way of any measures tending to attain that object. On my own part, though personally having a deep interest in private enterprise, I would be glad to support the Government in their intentions to complete the lines, and would endeavour to persuade those whom I now represent to do the same, and who, I have no doubt, would assist the Government in their completion.

It will be seen that the general feeling described in the above letter, as prevailing among noblemen, members of Parliament, and other influential individuals connected with Ireland, is decidedly favourable to the execution of the Government plan, and we are pleased to observe the candid and liberal spirit which has induced Mr. Bermingham to accede to it, after having, to use his own words, "advocated the cause of private enterprise, so long as there was a chance of its success." We hope the gentlemen with whom he is connected may be prevailed upon to follow the same example, and that the object in view may be attained with that unanimity of feeling which it is most desirable should attend its execution.

The arrival of the packet *Skylark* during the past week, has put us in possession of comparatively late intelligence from Mexico, and in our columns of to-day will be found an abstract of the reports received from the mining districts. The re-establishment of friendly relations between France and the Republic must here be very gratifying, closely connected as is the welfare of the latter with considerable British interests, which have been much inconvenienced during the late unfortunate disputes. We are pleased to observe that some of the intelligence from the mines is of a cheering nature—a result well deserved by the energy and perseverance which has so long been displayed by the various Mexican Mining Companies, and which can alone be repaid by the most complete ultimate success.

The investigations of Committees of the House of Commons on several Railway Bills, have at length been brought to a close, and we have devoted considerable space in our columns of to-day to the insertion of the reports. The subject of the Manchester and Leeds Railway is reported upon at great length, and also the very judicious deviation line of the Northern and Eastern Railway, diverging at Tottenham, and falling into the Eastern Counties line, near Stratford. By the proposed deviation, while no injury can arise to the company, the destruction or deterioration of much valuable and ornamental property will be averted, and at the same time a great saving of expense effected—advantages which will, we trust, be decisive of its adoption.

The late abolition of the Duchy Dues, and the effects of this measure upon the interests of the illustrious personage who may hereafter bear the title of Duke of Cornwall, have formed the subject of remark to our powerful contemporary, the *Times*, during the last week, who, in a violent party article, deprecates the change as injurious and unfair to the future Duke. We have transferred below the figures used by our contemporary, which prove that during the last few years that the duty existed, there was a small decrease in the amount of revenue which it produced, and also an increase in the expenses of collecting it. Without endeavouring to explain this circumstance, which a great variety of causes may have contributed to occasion, it appears to us a very excellent reason why the commutation should have been effected, as had it been longer delayed, the revenue might have suffered still more from the operation of the same cause, while the average of ten years results, which was taken, appears to us to have afforded the fairest basis for the arrangement which could have been well obtained. On the propriety, indeed the necessity, of making due compensation to the officers of the Duchy, we need offer no remark, as it is evidently

a subject which admits of no reasonable objection. Altogether, indeed, we are somewhat at a loss to discover the very objectionable features of the arrangement, as denounced by our contemporary.

In 1832 the duties received were 15,736*l.* 16s. 7½d—the expenses 478*l.* 18s 6d.
In 1833 received 15,286*l.* 16s. 4½d.—expenses 784*l.* 6s. 9d.
In 1834 received 15,679*l.* 5s. 11d.—expenses 1247*l.* 5s. 5d.
In 1835 received 15,635*l.* 1s. 10¾d.—expenses 1365*l.* 8s. 3½d.
In 1836 received 15,995*l.* 5s. 3½d.—expenses 1326*l.* 2s. 4d.
In 1837 received 15,150*l.* 11s. 1½d.—expenses 1418*l.* 14s. 7d.

THE FUNDS

CITY, FRIDAY EVENING.

Consols closed at 93⅜ ½ for money and account. Bank Stock 195 6. India Stock 256½ 7½. Exchequer Bills 31 33 pm.

Spanish Actives, with May coupons, 19 ¼. Portuguese Five per Cents 35¼ ¾; Three per Cents ditto 21¼ ¾. Brazilian 79¾ 80¼. Mexican 26¼ ¾. Colombian 31 ¼. Dutch Two-and-a-Half per Cents 56¼ ¾; Five per Cents ditto 103 ¼. Belgian 101¾ 2¼. Danish 75 ¼.

London and Birmingham Railway Shares 69 71 pm.; the quarter shares 20 21 pm.; Great Western 7 8 pm.; Manchester and Leeds 10 12 pm.; North Midland 6 5 dis.; Eastern Counties 6¼ 5¾ dis.; Brighton 9¾ 9 dis.; Blackwall 2 1¾ dis.

The accounts from Mexico received by the present packet are altogether most satisfactory. The political dissensions which had so long distressed the country had been greatly lessened by the hostilities on the part of the French, which had tended most materially, of course, to concentrate all parties, and allay ill feeling, so that the resumption of peace had been followed by a very favourable state of things, both politically and commercially. Business had become very extensive, and life and animation were visible in all the ports. No money, however, has been remitted for the dividends; nor is anything said about the ratification of the celebrated Lizardi conversion, notwithstanding Mr. Robinson, at the recent meeting of South American bondholders, declared his full conviction that the first measure of the Mexican government, after peace was restored, would be to complete this arrangement. We will not, however, dwell upon this matter, as we intend shortly to furnish some particulars; but we will merely say that we are assured that M. Gorostiza, who is now one of the leading men of the Mexican executive, has declared his determination never to consent to the plan; so that the bondholders must not allow themselves to be buoyed up by any sanguine assertion, or statement to the contrary, by Mr. Robinson or anybody else. A very large supply of specie was expected at Vera Cruz, to the extent, in fact, of upwards of 3,000,000 dollars, of which 1,300,000 were to be shipped immediately to England on board the Madagascar frigate; 1,000,000 were to be sent to the West Indies, and 700,000 to New York. This, of itself, is necessarily of the utmost importance; for not only will the coffers of the Bank of England be replenished, but the exportation of the precious metals from this country to the West Indies will be materially decreased, if not entirely stopped; and occurring at a moment when the exchanges are beginning to wear a more favourable aspect, renders this circumstance still more important.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Three per Cent. Red. Annuities, 92½ ⅝; Three-and-a-Half per Cent. Reduced, 99⅞ 100; Long Annuities, 14¼; Consols for Account, 93⅜ ½; Exchequer Bills, 32 34 premium; East India Bonds, 34 36 premium; Dutch Five per Cents., 103 ¼; Ditto Two-and-a-Half per Cents, 56¼ ½; Portuguese Five per Cents 35¼ ¾; Ditto Three per Cents 21¼ ¾.—Railways:—Brighton, 9¼ ½ dis.; Great Western, 7 8 premium; London and Birmingham, 70 72 pm.; New, 20 21 premium; Southampton, 43¾ 44¼ per share.

SALE OF COPPER ORES.—We have not received the Ticketting Paper this morning. The particulars of the sale will be found in the usual place, for which we are indebted to the *West Briton*.—Average standard, 105*l.* 8s. —Average produce, 7¼.—Amount of money, 23,440*l.* 1s. 6d.—Quantity of fine copper, 344 tons 18 cwt.

LONDON, MAY 24.—The metal markets remain without animation, excepting in tin, which is somewhat more in demand, at improved prices.

PRICES OF SHARES IN BIRMINGHAM.—Birmingham Banking Company, 23*l.* 15s.; Birmingham and Midland Bank, 40*l.* 12s. 6d.; Town and District, 8*l.* 10s.; Coventry and Warwickshire, 13*l.* 10s.; Commercial Bank of England, 5*l.* 7s. 6d.; National Provincial, 36*l.* 15s.; Stourbridge and Kidderminster, 14*l.*; Wolverhampton and Staffordshire, 17*l.*—London and Birmingham Railway, 160*l.*; ditto, quarter shares, 25*l.* 10s.; Grand Junction, 196*l.*; Great Western, 72*l.*; Birmingham and Derby (70*l.* paid), 56*l.*; Birmingham and Gloucester, 28*l.*; Liverpool and Manchester, 197*l.*; ditto, quarter shares, 49*l.* 10s.; Midland Counties, 42*l.*; North Midland, 60*l.*; London and Southampton, 44*l.*; ditto, new shares (25*l.* paid), 44*l.*; Bristol and Exeter, 11*l.* 10s.; London and Greenwich, 17*l.*; London and Brighton, 8*l.* 5s.—Dudley Canal, 94*l.*; Warwick and Napton, 202*l.*; Warwick and Birmingham, 277*l.*—Birmingham and Staffordshire Gas, 72*l.*—Birmingham General Cemetery, 12*l.*—Droitwich Patent Salt Company, 16*l.* 10s.—General Steam Navigation Company, 24*l.* 5s.—Warstone Lane Brewery, 2*l.* 5s.—Birmingham Old Mill, 5*l.* 16s.—British Alkali Company, 30*l.* 10s. ex. div.—*Midland Counties Herald.*

THE EXPORTATION OF THE PRECIOUS METALS.—The exportation of the precious metals from the port of London to foreign ports for the past week, is as follows:—Gold bars to Hamburg, 2300 oz.; Rotterdam, 12,860 oz.—Gold coin to Rotterdam, 3150 oz.; Maderia, 194 oz.—Silver coin to Rotterdam, 18,000 oz.; Mogadore, 3496 oz.; Canton, 77,463 oz.; Maderia, 460 oz.—Silver bars to Calcutta, 37,477 oz.

NEW COMPANIES.

Under this head we propose to notice weekly the several new projects which may be brought forward, and to which public attention is directed, through the medium of the press or otherwise, confining ourselves, however, to "Public Companies," and briefly noticing their objects with such general information as is conveyed by the prospectuses, or which may be gathered from other sources, on which reliance may be placed. We shall, therefore, feel at all times obliged for particulars duly authenticated, on subject of projected companies; and while it will be our object to avoid the exercise of bias in favour of any particular undertaking, we shall at the same time endeavour to collate such information as is calculated to afford to the capitalist the opportunity of judging of its merits, and the correctness of the opinions put forward in the representations of the projectors.

STEAMERS FROM THE CLYDE TO NEW YORK.—A joint-stock company is now forming in Glasgow, for carrying passengers and merchandise between the Clyde and New York, by means of an iron steam-ship of great power and capacity, to sail at the rate of at least sixteen miles an hour, thereby making a passage in about ten days, and enabling this vessel to make nearly a monthly voyage to America. The capital to be 50,000*l.* —*Glasgow Chronicle.*

PONTYPOOL IRON TRADE.—On Tuesday, the 14th inst., was started for the first time, the new forge erected at Pontnewynydd (near this town), by the Pentwyn and Golynos Iron Company. The powerful engine with all its complication of machinery, trains of rolls and hammers, were set in motion in the presence of a large assemblage of spectators, who cheered heartily as the first bar was rolled out; and "went off" in a manner that reflected the highest credit on the engine manufacturers who erected it (Messrs. Otway and Winnington, of Staffordshire) and much to the satisfaction and pleasure of those proprietors who were present on the occasion. This large work being so near to the town, promises great advantages to the tradesmen of Pontypool.—*Monmouthshire Merlin.*

MOUNT'S-BAY BREAKWATER.—On Saturday last, Lord Eliot, M.P., Sir H. Vivian, M.P., Sir C. Lemon, M.P., Mr. Pendarves, M.P., Major Vivian, M.P., and Mr. C. J. W. Ellis, had an interview with Lord Melbourne and the Chancellor of the Exchequer, on the presentation of a memorial to the Government for the construction of a breakwater and harbour of refuge in Mount's-bay.

ORIGINAL CORRESPONDENCE.

COAL MINING IN NORTHAMPTONSHIRE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Having lately had an opportunity of examining some specimens obtained from the trial now making for coal near Northampton, which had been forwarded for your inspection by a correspondent in that neighbourhood, I now beg to offer some remarks on the subject, which may be useful to parties interested in this hazardous experiment. Having pointed out about three years ago the fallacious grounds on which the undertaking was originally begun, and also the costly and precarious nature of the operations which the trial, if persevered in, would require, nothing more need be said on this part of the subject, more especially as circumstances have since completely verified my anticipations. I proceed, therefore, to notice the specimens in question, and to examine what light they throw upon the experiment, and its probable results.

These specimens are ten in number; the precise depth at which most of them were obtained, is stated, but three are only known to have come from a depth of between 200 and 300 yards, and evidently belong to the lias. They are as follows:—indurated marl—indurated clay, slightly micaceous—a piece of lias, chiefly made up of broken shells, with a very perfect impression of a *pecten*. These specimens merely indicate the passage of the shaft through the lias, as was from its situation to be expected at about the depth at which they were found.

The remaining specimens, seven in number, are accurately numbered, showing the depth at which they were obtained, which varies from 300 to 320 yards, or the present bottom of the shaft, and are therefore very interesting, as throwing light on the progress and prospects of the undertaking. They are as follows—

Yards.
300—Crumbly laminated sandstone.
303—Pale greenish sandstone.
305—Compact greyish sandstone.
308—Ditto, very similar in its nature.
309—Variegated, greenish, and reddish marl.
310—Greyish marl (seven feet thick).
320—(Bottom of the shaft) pale greyish sandstone.

From the position of these alternating marls and sandstones immediately below the lias, from their mineral character, the absence of fossils, and the circumstance of a saline spring having lately burst into the excavation, there can be little doubt I think that they belong to the upper portion of the red marl formation into which the shaft has now penetrated, and that they form the Keuper marls and sandstones, which Mr. Murchison has lately identified in Worcestershire. This, however, is a point which should be carefully examined into, and which deserves great attention from the promoters of the undertaking, as it makes a vast difference in their position whether they are now, as I believe, in the upper beds of the new red sandstone, or, as some of their more sanguine friends (judging at least from the favourable opinions expressed, which I can on no other supposition account for) appear to suppose, in the coal grits below it. In the one case the shaft will have penetrated but half way towards the coal measures, in the other (whether workable beds be found or not) it has actually reached them.

The latter supposition I do not for a moment entertain, although inviting attention to the subject from its evident importance to the parties interested, but should the shaft be now only entering the red marl, as appears most probable, a few observations upon the future may not be misplaced. The probable thickness of this formation, together with the red sandstone below it, is an important question, and not capable of any very satisfactory solution, as in this part of England they have never that I am aware been sunk through. In the midland and northern counties generally the red sandstone is, however, known to be very extensively developed, and may probably be considered as averaging 800 or 900 feet in thickness, which may thus be taken as the best approximation we can obtain of its thickness in Northamptonshire. The usual depth of the coal seams from the surface in the adjoining Warwickshire coal-field, is, I believe, not less than 300 or 400 feet, so that in all probability it may yet be requisite to sink about 1000 or 1200 feet deeper in order to reach them, supposing them to exist in this untried locality, distant nearly thirty miles as it is from the nearest spot where they have been worked.

It is, indeed, a possible contingency, that some disturbance of the coal strata may throw the beds of coal nearer to the surface than above stated, although this is not a thing to be at all reckoned upon, and, indeed, should any dislocation of the kind exist, it might just as well remove them to a greater and more inaccessible depth, as bring them nearer to the surface.

I have now endeavoured upon general grounds, and upon the somewhat scanty data before noticed, to determine the present state and future prospects of the trial, and as the expense would still, according to my views, be enormous, and the result at the same time in the highest degree precarious and uncertain, I should recommend the parties interested in the undertaking to have the subject carefully examined by an experienced geologist before the trial is further proceeded with. This course I consider the more necessary as at the present depth of the shaft the expense and difficulty of sinking will increase with fearful rapidity, and years may yet elapse before the coal (supposing it to exist there) is reached.

It is true that by boring, instead of sinking, some expense might be saved in the first instance, but the result would in this case be less certain, and at the same time open to fraud on the part of the men, which there would scarcely be a possibility of detecting except by actually sinking to the spot, and under these circumstances the advantages of such a course are almost doubtful.

I remain, Sir, yours, &c.,

John's-terrace, Hackney-road, May 23. FREDERICK BURR.

EAST CORNWALL MINING ASSOCIATION.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Observing in your paper of the 11th inst. a report of the proceedings at a meeting of the shareholders, and that allusion is made more particularly to a letter which I thought in justice to myself I was bound to address to the public, but more particularly to those who are engaged in mining speculations; so far from my letter containing anything which is false, I not only again affirm to the contrary, but undertake to prove it.

To commit civil spoliation it is often useful to deprive the victims of character, for they who unblushingly take the benefit seldom care for the injury they inflict.

The chairman, in order to establish his own assertions, still continues to blink the truth, by quoting from the several judges, not with reference to the new trial awarded me in November, 1836, and tried at Launceston, in August, 1837, when the witness Hore was so surreptitiously got out of the way, but jumps over all this space and fact to the decision of June, 1836, upon the application for attachment against Lewis, Blake, and Snell, and a new trial made as early as possible after the August trial of 1837. With regard to the case of the attachment, Lord Abinger is reported to have said that I took possession of the mine by force and [illegible], which I again repeat is not true, but that it was derived in the manner stated in my letter of 2d of May. Also that John Hore was taken against his will by a constable to Mr. Wallis the attorney, before whom he made his affidavit—this also is not true, for Hore went and remained voluntarily at Mr. Wallis's, swore his affidavit not before Mr. Wallis, but before one of the most respectable attorneys of Launceston (Mr. Pattison), by whom he was carefully questioned as to its truth, and in which he continued inflexible for many months, until, as I verily believe, he was seduced to the contrary by the agents of my opponents, although, I believe, down to this moment, that he has not had the hardihood to make a counter-affidavit for any price that my opponents may have offered him.

With regard to the observations of the other learned Judge (as reported), that Hore had only been subpœned with a shilling, and therefore could not have been deemed a material evidence by me, the fact is, he was subpœned with a guinea, and an offer made to convey him to the assizes free of all expense, and a maintenance along with my other witnesses there. Let it be recollected he is only a labouring miner, and in the employ of my opponent, and that any other mode of treating him might have subjected me to the charge of buying his testimony, by excessive expenditure upon him in particular. What, however, was the conduct of the agent of my opponents with reference to this man? They thought him at least a material witness, or for what earthly motive could they bestow so much pains in getting him out of the way to prevent his testimony. He was in their employ, and had been so for a twelvemonth; they had every opportunity of ascertaining what evidence he meant to give, why then abstract his testimony from me if it would not injure their case? But here they take him out of the assize town on the very night of his arrival, get him intoxicated, carry him further off the town in Mr. Lewis's gig, and when, contrary to their expectation and all the persuasions of his keeper he returns into the town again the following day, contrive by a renewed plot to get him seven miles off the same night in the same gig, and in a state of intoxication, knowing that the trial was fixed for the following morning at nine o'clock.

The learned Baron is likewise reported to have said that I abandoned the mine in 1834—this was not true (I know it was a misapprehension of the learned Baron's derived from the able pleading of my opponent's counsel); I left the mine as stated in my former letter, and Lewis fraudulently removed my materials from it in my absence. Likewise, as to the manner of my taking possession, the learned Judge is still in the dark, or can only mean it in legal phraseology, the fact being that I took possession as before stated.

The chairman and his coadjutors will please to recollect that the two trials have taken place as to the parties who abstracted the witness there. The grand jury believed them guilty, and found a true bill against them, upon the same evidence which the able advocacy of their counsel persuaded the special jury to think inconclusive. Why? Because the practice prevented that advocacy being replied to by my counsel, or, like the flimsy thread of the spider, would have been annihilated.

With regard to the observations of the third learned Judge, reported by the chairman, he has deemed it most prudent to omit a very important part of that learned Judge's observations, but which I will take the liberty to supply, viz.— "That the affidavits of Lewis, Blake, and Snell were not to be believed, and that it was idle to suppose that Hore went away on his own accord, and not by their contrivance, as they attempt to establish, and so satisfied was he of that fact that he was disposed so to decide it, himself acting as a single judge;" and conclude then with the following from Junius:—"An honest man, like the true religion, appeals to the understanding, or else relies upon the internal evidence of his conscience;—the impostor employs fraud instead of argument, imposes silence where he cannot convince, and propagates his doctrine with the sword."

I remain, Sir, your most obedient servant,

London, May 23. CHRISTOPHER ALDERSON.

[Although in our anxiety to act impartially by the mining interest, we cannot refuse insertion to Mr. Alderson's letter, we must be understood as taking no part whatever in the controversy. We deprecate the warmth of the language used, and must decline further letters on the subject.—ED. M. J.]

PROCEEDINGS OF PUBLIC COMPANIES.

SOUTH POLGOOTH MINING COMPANY.

The annual general meeting of the shareholders in this undertaking was held at the offices of the company, on Thursday, the 23d inst.

Mr. GIBBS in the chair.

The advertisement convening the meeting having been read,

The CHAIRMAN said, that at the last general meeting (twelve months since) they had certainly been in hopes of being able on this occasion to give them a more favourable account of the mine than it was in their power to do, the reports of Captains Richards and Rowe had, from the indications then shown, held out hopes to the shareholders which had unfortunately not been realised, and it would be for the shareholders to decide at the special meeting, which would be held this day, whether they should abandon the mine, and divide the assets, or whether they would consider the reports of Captains Evans and Richards in conjunction would justify them in going on for a few months longer.

The following report of the directors was then read:—

REPORT.

The directors have now to lay before this general meeting their first annual report, together with a statement of the accounts. In the formation of the present company, in March of last year, to prosecute the further working of the South Polgooth Mine, the basis of proceeding was the report of Captain Evans, in conjunction with the reports of Captain Rowe and Captain Richards.

Of the 700 shares (forming the capital of the company), 633 were issued, and the directors were enabled, with the funds then in hand, to continue the workings of the mine, and on the 12th May, of last year, the first call of 10s. per share was made; on three shares this call was not paid, and after due notice these shares were declared forfeited. On the 27th September, in the same year, the second call of 10s. per share was made on the 630 shares, on all of which the call has been paid except on three shares, which have likewise been declared forfeited.

The whole of the suggestions contained in the reports above mentioned have been followed, and the result of the workings, up to the present time, will be best shown by the reports of Captain Evans, which will be laid before the meeting. It appears that at Baldue new shaft, and the levels connected therewith, the prospects were not sufficiently encouraging to justify the further continuance of those works. At White Works there have been better indications, and to this part of the mine all our resources have latterly been applied, with variable success.

To show the progress made since the commencement of this company, the average cost per month, from that time to December last inclusive, has been about 420*l.*—the produce about 170*l.* In the four months to April last inclusive, the average cost per month has been about 390*l.*, and the produce about 210*l.*, thus showing improved advantages from the new ground at White Works.

Although this improvement has taken place, still the returns are considerably below the expenditure, and there are no indications to justify the directors in anticipating that the mine might, at any definite period, be productive enough to pay the costs, yet the report states, that the works of the mine may be further prosecuted at a cost of about 100*l.* per month beyond the produce.

When the directors made a second call, they accompanied it with a report of the mine on the ground therein stated, and although by the conditions and resolutions of the company, the directors are empowered to make two additional calls, an assurance was given by them, that they would not use that power until the state and prospects of the mine should have been submitted to a special general meeting. For that purpose a special general meeting for this day has been called, and to it the directors refer the subject for consideration, that they may be guided by the opinion of the shareholders.

In concluding this report, the directors beg to express themselves well satisfied with the services of Mr. Borrow, the managing agent in Cornwall; and also with those of Captain Evans, and trust that the shareholders will feel assured, that every attention has been paid to their interests, that strict economy has been studied, and that every exertion has been used to effect the object which all have had in view, viz.—to make the South Polgooth Mine a profitable adventure.

The SECRETARY then read a report from Capt. Evans, dated 29th of January, which stated, that though the flattering indications had certainly not borne out the expectations entertained, still he thought there was sufficient appearances to induce them to go on about six or eight months longer, which he considered might be done at an expense of about 100*l.* per month over the proceeds. The principal point dwelt upon was the favourable state of the ground, which had changed to a white killas.

Thanks were voted unanimously to Messrs. Pye and Walmsley, the auditors, for the strict attention they had paid to the accounts and the interests of the association, as also to the directors and the chairman.

It was also moved, and carried unanimously—"That the directors' report and accounts be adopted, printed, and circulated among the shareholders."

A special meeting was afterwards held.

Mr. GIBBS in the chair.

The directors' report was then read, which presented nothing different from that of the general meeting above given.

A report from Captain Richards was then read, which did not confirm any of the trifling hopes held out by Captain Evans in his report; it gave generally a very hopeless account of the appearances, and stated there was nothing to justify the shareholders in spending more money on the mine.

A resolution was then proposed by Mr. Ablock, to the effect—"That immediate steps be taken by the directors for abandoning the mine, and dividing the assets among the shareholders."

After a very lengthened conversation between Messrs. Gibbs, Duncan, Pye, Walmsley, Wilkinson, &c., it was agreed, that in consequence of something like a conflicting opinion between the reports of Captains Richards and Evans, that another impartial report should be requested from Captain Evans, and also that another agent should be called in to survey and report upon the mine; and in order to give time for the shareholders to come to a determination on the receipt of these reports, it was resolved that Mr. Ablock's motion be postponed, and that this meeting do adjourn until the 6th of June, at twelve o'clock, to take into consideration the reports in question, and decide what course it will be best to adopt.

It was then resolved—"That the resolutions passed be printed and circulated among the shareholders," and thanks having been voted to the chairman, the meeting broke up.

BOLIVAR MINING ASSOCIATION.

A special general meeting of the proprietors of this company was held at the London Tavern, on Wednesday, the 22d inst., "for the purpose (as stated in the advertisement) of considering the propriety of raising such additional capital as may be necessary for carrying on the operations of the company; also for the election of two trustees, in the place of the two trustees retiring from office, but who are eligible to be re-elected, and for other special purposes."

T. B. BARCLAY, Esq. (chairman of the trustees), in the chair.

The SECRETARY having read the advertisement convening the meeting,

The CHAIRMAN briefly stated the object of the meeting, after which the secretary read a printed paper of "Observations on the Present State and Prospects of the Aroa Mines," &c., which it appears had been drawn up by certain proprietors residing in London, wholly unconnected with the present board of management, in which it was proposed to raise the sum of 60,000*l.*, by an issue of 20,000 new shares (upon which 3*l.* per share, and no more, is to be paid), for the purpose of discharging the claims on the association, and of providing funds to serve as a working capital for carrying on the future operations of the company; the amount so raised to be repaid out of first profits, and the 20,000 new shares then to rank in all respects with the present shares, both original and auxiliary. Two agreements entered into by the managing trustees with the respective claimants were also read, upon which a conversation among the proprietors ensued, and resolutions to the foregoing effect were put *seriatim* from the chair, which, having been moved and seconded, were unanimously adopted.

The meeting then proceeded to fill up the vacancies occasioned by the retiring from office of two of the trustees, when the same gentlemen, viz., John Greenshields, Esq., and G. P. Barclay, Esq., were re-elected.

A desultory conversation then took place regarding the affairs of the

company generally, and thanks having been voted to the chairman and trustees, and also to the gentlemen forming the deputation to Liverpool, the meeting broke up.

The resolutions referred to will be found in our advertising columns.

DUKE OF CORNWALL'S HARBOUR, AND LAUNCESTON AND VICTORIA RAILWAY COMPANY.

The adjourned half-yearly general meeting of the proprietors of this company was held at the London Tavern, on Thursday, the 23d inst.

JOHN RAMSBOTTOM, Esq., M.P., in the chair.

The advertisement convening the meeting having been read, and the minutes of the former meeting confirmed,

Mr. GEORGE GRENFELL made application for the production of the shareholders' agreement; demanding it not as a matter of courtesy, but right.—The CHAIRMAN however informed him, that it could not be produced; it was not customary to bring it to their meetings; and it was, moreover, at the solicitor's offices, where it could at all times be seen by parties duly qualified to inspect it.

Mr. DYSON informed the meeting that there remained 1,635*l.* unpaid upon the calls; the balance at the bankers appeared to be 499*l.* 8s. 9d.; and the amount of liabilities above 1,200*l.*

It was here stated, that in consequence of the finance committee, appointed at the last meeting of proprietors, to inspect the accounts and report upon them, being unable to call together a sufficient number of members to constitute a quorum, they had found it impossible to present a report this day. After some discussion upon the subject, it was agreed that it would be best to appoint another committee, who should, upon examination of the accounts, report to the shareholders.

Mr. GRENFELL here addressed the meeting, complaining, with much warmth, of want of courtesy on the part of Mr. Cole, and harshness of treatment from the directors. He considered that the company's affairs had been grossly mismanaged, and that the present directors were extremely to blame for allowing the company to be continued, with the heavy expenses that were attendant to it, and wished to know how it was the solicitors, engineers, and agents of the company, had not deducted a proportion of their charges against the company, as such a step would be fair and reasonable, and would be expected of them; and contended that, as a legal junction had never been made by the directors of this company with the Padstow Harbour Company, his arrest on account of monies due for calls had been illegal.

Several shareholders expressed themselves very bitterly against Mr. Ross, alleging shameful frauds and mismanagement to have been practised by him; and declared that he was at the bottom of all the evil and misfortune that had attended the company.

Mr. PARKER stated his regret that he had parted with his interest in the company; if he had not, he should certainly have tried it in a way that no other shareholder had ever tried it; and he felt convinced that every shilling which had been expended they might look for to the directors: he, himself, hoped to recover the money expended by him from those parties to whom he had sold his shares.

The CHAIRMAN said, it must be apparent to all that the present directors had continued in office for the sole purpose of liquidating the debts and endeavouring to wind up the affairs of the company in the most satisfactory manner in their power; the actions which had been brought against them rendered it impossible for them to act otherwise than they had done.

Mr. S. RICHARDS stated that he had entered the direction since the last meeting of shareholders, and he could say that no charge could be brought against the characters of the present directors. There had certainly been a great deal of confidence misplaced in Mr. Ross, and he concurred in opinion with those who stated Ross to be at the bottom of the whole business. He said it was impossible to bring the concern to a more speedy termination than they intended and hoped to do: in fact, they were now only waiting the result of Ross's action to wind up the affairs of the company, which he was delaying as much as lay in his power, in hopes that a compromise would be effected.

Some conversation ensued on subject of compensation to be made Mr. Dyson for his services as secretary of the company, when it was arranged he should be paid in full up to the present time, it being understood tha he would keep an office for the use of the company until December next.

It was then agreed that the next meeting of proprietors should be held on the 1st of August. It was also resolved, on the motion of Mr. George Grenfell, that the parliamentary deed, the register book, and the shareholders' agreement, should be produced at the next meeting.

Previous to the adjournment of the meeting, Mr. Cole, the solicitor, received a communication from Mr. Ross's solicitor, for the purpose of effecting a compromise; which, however, the meeting was unanimous in refusing to entertain, referring him to a minute of a former meeting declaring the resolution of the shareholders to wait the result of the action.

Thanks having been voted to the chairman, the meeting adjourned.

ST. JOHN DEL REY MINING COMPANY.

The ninth annual general meeting of the shareholders of this company was held at the offices, in Tokenhouse-yard, on Friday, the 24th inst.

J. D. POWLES, Esq., in the chair.

The CHAIRMAN read the directors' report relating to the company's affairs for the last twelve months, and regretted that it was not in their power to lay before the proprietors one of a more cheering nature; at the same time it could not be said they had any reason to despond. The produce of gold for the last year appeared to be 60,472 oits., which was an increase of 4 per cent. upon the preceding year, and double that raised in 1836. Operations at the mine had been such as to account for the produce of gold not having realised the expectations which they had entertained. The amount of profit made for the past year appeared to be 2,784*l.*; from which deductions were to be made, making the net amount 2,334*l.* The directors were free to acknowledge that this amount did not satisfy them, they had certainly expected much larger returns.

The CHAIRMAN said, in answer to some shareholders, that such amount of profit, even in addition to what they had in hand at home and abroad, would not justify their declaring a dividend. He thought it would be unwise to do so, as it might so cripple them, that if, at no distant period, a sudden contingency should arise, they would be compelled to come upon the shareholders for further sums of money. He further stated that the half of the deposit fund which was placed in their agent's hands at the mine had been partly employed by him for the purchase of negroes; the balance of that sum, 2,500*l.*, together with a further sum of 1,500*l.*, was at his disposal in December last. It was absolutely necessary that 2,500*l.* should at all times be in his hands to meet any contingency that might arise.

Mr. FIELD wished to know the exact amount in hand, as far as the directors had the means of knowing. He, with other shareholders, considered that the directors might declare a dividend, seeing that, according to their own declaration, they had a large surplus in their agent's hands, and also daily expected a packet with a further remittance from the mines.

The CHAIRMAN said, it was impossible to say the amount with any accuracy, as it was always fluctuating; he, however, was of opinion, that the directors would not be justified in declaring a dividend.

At the suggestion of Mr. Salvador, a resolution was agreed upon, recommending the directors to declare a dividend of 5s. per share as soon as they should be in a position to do so. This caused much opposition, many shareholders considering such a measure needless, the directors having the power to make a dividend, it would be making a bad precedent.

In answer to the question of a shareholder, the CHAIRMAN said, the directors did not agree to forego their salary till the mine paid a dividend, but till the mine paid profit; now the mine having given profit, they were entitled to remuneration, which they had duly taken.—The shareholders said, they were under the impression that the directors had refused taking salary till the mine actually paid dividend.

The two directors retiring having been re-elected, Mr. FIELD requested that in future the names of the directors retiring might be advertised, which the chairman having acquiesced in, thanks were voted to him, and the meeting adjourned.

LARGE CARGOES OF COTTON.—In the Liverpool customs bill of entry of Friday week, there are five vessels reported with cargoes of cotton from the United States (being the only cotton vessels reported on that day), with the following extraordinary cargoes:—One vessel, 3010 bales; one, 2001 bales; one, 2023 bales; one, 1848 bales; and one, 1694 bales—total of the five cargoes, 11,436 bales, or an average of 2281 bales each.

MINING CORRESPONDENCE.

ENGLISH MINES.

HOLMBUSH MINING COMPANY.

May 20.—In the cross-cut at the 100 fathom level, north of the engine-shaft, the ground is still of a favourable description for driving. In the eighty fathom level west, we see but little alteration. In the seventy fathom level, the lode still holds good, about two feet wide, worth six tons per fathom. We have set a piece of ground to stope in the back of this level, lode eighteen inches wide, worth from three to four tons per fathom. In the sixty-two fathom level, the lode is about one foot wide, worth one ton and a half per fathom; the lode in the stopes, at the back of this level, has not been taken down this last week, consequently, no alteration. In the fifty-two fathom level, the lode is about ten inches wide, worth one ton and a half per fathom. In the stopes, in the back of this level, the lode is about two feet wide, worth five tons per fathom. The winze, sinking in the bottom of this level, no lode has been taken down—can say nothing about its value. In the forty fathom level, the lode in the end is about sixteen inches wide, worth one ton per fathom. In the stopes, in the back of this level, the lode is about twenty inches wide, worth five tons per fathom. The seventy fathom level west, on Flap-jack lode—in its regular course encouraging, about sixteen inches wide, with good stones of ore. We intend to commence to-morrow the sampling—about 170 tons good quality ore. T. RICHARDS.

TINCROFT MINING COMPANY.

May 15.—Since my last, we have commenced sinking the engine-shaft under the 142 fathom level, and I am glad to say are rising excellent work from it for tin—I calculate it to be worth at least 50*l.* per fathom. I have added four to the former pair, now making twelve men, in order to expedite the sinking for another level in the summer season. The lode in the 142 west and east is large, and producing fair quality work for tin. The 132 west, and pitch in the bottom of the level, are yielding excellent work for copper ore, with some tin. The 120 east continues much the same as usual, but I anticipate a speedy improvement in the east end, as there is much more water proceeding from it than usual, which is regarded as a favourable omen in this part of the mine. The 110 end, and stopes in the back of it, are producing good work for copper, with some tin, but more especially the stopes at present. The eighty-one and seventy-two ends are producing good work for copper, and are very promising indeed. Our pitches, on the whole, are looking better for copper, but not quite as well for tin. We shall sample on Friday next about sixteen tons of black tin, which will be sold on the following Tuesday. WILLIAM PAUL.

PERRAN CONSOLIDATED MINING COMPANY.

May 18.—This day we have held the monthly setting here for June, and as well, paid the April cost. The following particulars you will please receive as a report of the proceedings underground. The twenty-five fathom level cross-cut is driven twelve fathoms north of Windus's engine shaft, and we expect from two to three fathoms more to drive to cut the lodes; the ground, I am happy to say, is so much improved, as to enable us to reduce the price per fathom from 7*l.* to 2*l.* 10s. In our fifteen fathom level driving east, we have two lodes running nearly parallel, eastward, about eight feet from each other, but the south one of the two has a much greater underlay, or declination than the north lode; the former is from two to three feet wide, producing, for the greater part of its width, some very rich work for lead, and the latter is four feet wide, composed of soft spar, black jack, and a fair quantity of rich lead; altogether, here at this level, the prospects are exceedingly encouraging. We have set to-day, in the back of this level, two new pitches on these lodes, by four men in one, and three in the other, at 21s. per ton for raising. RICHARD ROWE.

TRELEIGH CONSOLS MINING COMPANY.

May 18.—I am glad to tell you our prospects are improved. The forty fathom level possesses a large orey lode, worth 8*l.* per fathom, and likely soon to be better, and the lode in sinking is also improved, having broken to-day a very good stone of ore therein. The twenty west is producing ore as it gets clear of the slide, and I look upon this part being orey to be more than an ordinary improvement. The pitches are looking well, and our next sampling will be a good one. We have cut the little north lode, and are driving on it east of the flucan, from Williams's; it is about eight inches wide, composed of mundic, spar, and jack, and in a few fathoms driving we may hope to have ore. At Shanger we have spots of ore in sinking Good Fortune shaft—other places here are stationary. The tributers are working well. W. SINCOCK.

REDMOOR CONSOLIDATED MINING COMPANY.

May 20.—Johnson's Flat-rod engine-shaft is sunk four feet below the seventy fathom level; the lode in the shaft is about one foot big, good work for silver lead ores. The ground is not so favourable for sinking as we could wish, being chiefly of a hard capel, intermixed with veins of spar, which impede our progress. In the north end, at the seventy fathom level, the lode is a promising appearance, being about four inches in width, yielding good work for lead ores. In the south end, at this level, the lode is from four to six inches in width, producing lead ores. In driving north, at the sixty fathom level, the lode is about six inches wide—orey. Johnson's whim-shaft is sunk five fathoms one foot below the sixty fathom level; the lode in the shaft is from six to eight inches wide, saving work for silver lead ores. In going south, at the forty fathom level, the appearance of the lode is much the same as seen for some week's past. At the north mine driving east, at the twenty fathom level, the ground is easy for driving, and of a promising description for minerals; two of those men are now engaged in driving south, at this level, on the main lode, as named in our former reports; this branch, or lode, is about four inches big, chiefly composed of soft flucan, with spots of silver lead ores; and from the very favourable state of the ground now presenting itself, we may daily expect to meet with something productive in this part of the mine. S. HARPUR.

TAMAR SILVER LEAD MINING COMPANY.

May 20.—I see no alteration in the north end, at the 145 fathom level, and in the winze sinking on this end, since my last report. In the south end, at the 105 fathom level, the lode is now upwards of three feet wide, and saving work. In the south end, at the ninety-five fathom level, the lode is about eight inches wide, and a little orey. In the south end, at the eighty-five fathom level, we have broken a very good pile of work, and the lode continues very promising, and to produce good saving work. The lode in the seventy-five fathom level, driving south, is just as last reported. Our ores having turned out better than expectation, we have sampled to-day a parcel, computed fifty-eight tons, for sale, on the usual conditions, on Wednesday, the 29th inst. MARK JAMES.

POLBREEN MINING COMPANY.

May 17.—The thirty-two fathom level cross-cut is driven five fathoms south of Vice's Flat-rod engine-shaft. We find the ground much as usual. At the twenty-two fathom level, driving west of engine-shaft, Dorcas's lode is small, and at present poor. At this level driving east, on the same lode, it is about four inches wide, nearly solid in tin; and in the back of this level the winze rising on Dorcas's lode is small and rich. At the twelve fathom level driving west of Williams's shaft, the lode is about six inches wide, producing some tin. At this level the winze rising on Dorcas's lode is about six inches wide, yielding rich work. To-day is our public setting, and we have set the different bargains already particularised and six tribute pitches; altogether thirty men employed on tribute, varying from 9s. to 14s. in the pound, and their prospects are such as will allow them to get wages for their diligent working. RICHARD ROWE.

WEST WHEAL JEWEL MINING ASSOCIATION.

May 20.—Buckingham's shaft, and the rise against the south adit shaft, still continue as favourable as can be expected. The south adit shaft is sunk four and a half feet in the past week: the lode continues its size eastward, and the bottom is about nine inches wide, but opening west there is about eleven inches. To work this lode we shall have to cut a plat at about twelve or thirteen fathoms below the adit, and drive west, but this cannot be done until the shaft is holed to the thirty. In Wilkinson's shaft the lode is two and a half feet wide, composed of spar and peach, producing stones of grey and yellow ores and tin. In the deep adit east the lode is eighteen inches wide, spar and peach, producing excellent stones of grey and yellow ores. Other parts without alteration since last reported. M. WILLIAMS. STEPHEN LEAN.

UNITED HILLS MINING COMPANY.

May 21.—In driving the adit level east, the lode still continues poor. In the ten fathom level the lode is two feet wide, producing ore throughout. The lode in the twenty fathom level is two and a half feet wide, with a good branch of ore in the north part. The winze sinking below the thirty fathom level, east of Williams' shaft, is improved for ore since our last. The winze sinking below the same level, west of old diagonal-shaft, is three feet big—good ore. No improvement east of Williams' shaft. At the forty fathom level, western end, at the same level, we have holed to the diagonal-shaft, where we have a lode eight feet wide, orey throughout. No lode broken in Williams' shaft since setting day. In driving east and west of Turton's shaft, in the old mine, at the thirty-six fathom level, no alteration. We have this day sampled 370 tons of copper ore, in six parcels, the produce of which shall be forwarded in our next. C. PENROSE.

ST. HILARY MINING COMPANY.

May 18.—In the engine-shaft no alteration. In the seventy fathom level west the lode is ten inches wide, ore of excellent quality. In the rise in the back of the seventy fathom level east the lode is ten inches wide, with stones of ore. In the sixty fathom level east the lode is one foot wide, orey throughout. In the winze in the bottom of the sixty fathom level west of engine-shaft the lode is ten inches wide—good ore. C. H. RICHARDS.

GWINEAR MINING COMPANY.

May 18.—In the thirty fathom level east no alteration. In the twenty fathom level east good ground, and the back of the level will set at 10s. in 1*l.* The twenty fathom level west is very promising, with some veins of tin. In the ten fathom level east no alteration. We have set two pitches this week, one at 10s. in 1*l.* to four men, the other at 12s. in 1*l.* to three men and one boy. We have sixteen men and four boys on tribute, all of whom are fully confident they are getting good wages. C. H. RICHARDS.

CORNUBIAN MINE.

Chiverton, May 21.—The forty fathom level east, on south lode, is poor at present. The same level west, on Chiverton lode, is not rich; we have a lode a foot wide in this level, and looking promising. I expect that we shall have a good lode in this level shortly. The thirty-two fathom level east, on the south lode, still looks well. The same level west, on Chiverton lode, is improved since I wrote you last; the lode is from nine inches to a foot wide, and good work; we have gone through this bunch of lead from twenty to thirty fathoms, and it is still promising to continue farther west. We have now dressed, 51 tons; undressed, 35; broke underground, 6.—Total 92 tons. I expect that we shall sample next Saturday about seventy tons. JOHN BORLASE.

FOREIGN MINES.

IMPERIAL BRAZILIAN MINING ASSOCIATION.

Gongo Soco, Feb. 13.—I am gratified by your approval of the report of the committee on your duty question, the value and importance of which you have not overrated, as I feel confident the result will prove in the next session of the Legislature.

Produce of gold for twenty-five days—103 lb. 8 oz. 15 dwts. 16 grs. G. V. DUVAL.

ANGLO-MEXICAN MINING COMPANY.

Mr. Parkman's Report for February. 1839.

San Lorenzo.—During the past week none but buscones' work has been going on. Twenty-three cargas of ore have been remitted to San Augustin, being the produce of buscones; some very rich, so much so that I believe two cargas of clean ore would pay the monthly expense of the mine, but the quantity obtained is very small—gleanings from old workings; the hope is in the exploration of the solid ground, and should even a small clavo be found in quality equal to some ores we have lately seen it would amply repay any proposed expense.

Asuncion.—Prospects more favourable. There has been remitted during the month to the hacienda the following amount of ores:—Produce of the labor of San Pedro, of bonito (best ore), 30¾ cargas, worth for silver 30·30 marcs per monton—result average of five assays; of Comun, 183½ cargas, worth on an average of seventeen assays 15·80 marcs per monton; of tierras, 74¾ cargas, worth on an average of eight assays ten marcs per monton, all with a small ley of gold; the labor of Santa Isabel, of bonito, 30¾ cargas, worth for silver 18·80 marcs per monton, with a ley of 119 grains of gold; of Comun, 14 cargas, worth 13 marcs per monton for silver, with a ley of 144 grains of gold; of tierras, 36 cargas, worth 7·89 marcs per monton for silver, with a ley of 108 grains of gold; San Simon, 17½ cargas, worth on an average 10 marcs per monton for silver, with a ley of 200 grains of gold; produce of the work of buscones, 13 cargas, worth about 25 marcs per monton.—Since my last we have commenced a pozo in San Pedro, but still continue one herramietta in the frente or level. Up to the close of the month the ores good, and better ones expected upwards. About the 15th of March we shall be prepared for working in that direction. In Santa Isabel the difficulties before stated have prevented an increase of the workmen, and such as the ley of the ore deserves. In San Simon the work has a double object, extraction of the ores and improvement of the road—the ores pay the expense. The work in the Pozos de la Sangre de Cristo has been continued; as far as can be judged do not contain much tepetate, and therefore the drainage is the great difficulty. In March we shall see the bottom of some of the pozos—good, but narrow ores are already seen in many places, they will, I am confident, remunerate the company for the cost of getting into them.

Sirena.—No change has been made in the system of the working, and no improvement—the hopes rest on the cross-cut of San Juan, which is expected to cut the cuerpo by the 8th of March, when some improvement may be expected in the prospects of the mine. I think there can be no doubt but that if the present system of working fails none other can succeed.

CANDONGA MINING COMPANY.

Candonga, Feb. 9.—*Mina Mestre Shaft.*—In sinking under the level at this shaft (which we shall call in future the forty-two fathom level), the appearance of the lode at the present is not so favourable as last reported; at times it looks as if about to become rich, when suddenly a change takes place, and scarcely any gold is to be seen.

Footway Winze.—It was mentioned in the last report, that our attention was directed towards the old bottoms, but not having been able to get down, on account of the water, we have placed the pair of men who were employed in this work at the back of the forty-two fathom level, the rise against the butt end of the lode by Northey's cross-course, in order to free ourselves from the water.

Ox Shaft.—No alteration.—*Cachoeira Level.*—Ground favourable, without any change in the appearance of the lode. J. DALLEY.

Cida de do Serro, Feb. 14.—It would seem that the lode has in no degree lost its character, but continues to change in appearance, as it has heretofore been wont to do. The complaint as to the water still exists; and you will perceive that the workings in the footway winze have been discontinued, in order that steps may be taken to facilitate the advancement of our intentions regarding the bottoms. The gold returns have brightened considerably, if compared with those recently forwarded. The last seven days have yielded 1 lb. 2 oz. 3 dwts. 11 grs., being considerably more than has been deposited in the chest, in the same space of time, for very many months past. A. F. GOODRIDGE, M.D.

ZACATECAS MINING COMPANY.

Fresnillo, March 10.—*Valenciana.*—In my last I informed you that in consequence of some communication made to me by an old miner, I was led to believe that some part, and that the richest of the lode had been left standing. As it was pointed out to me to be in the upper workings, and about one vara above the present water level, where we could without difficulty ascertain the fact, I proceeded to the attempt, and at first sight we hoped we had actually discovered a cross lode of very rich ores, but were disappointed, it turning out to be merely a part of the lode on the hanging wall, where it had been split by a horse; about seven cargas were taken, but although we might have broken more ores the risk of bringing down the old workings, now filled with attle, upon us, compelled us to desist. The ores seemed to continue downwards, and I examined the upper level of the mine, then full of water, by drainage of two malacates, by clearing the upper workings. I had therefore an opportunity of examining these upper workings, which convinced me that good masses of ores presented themselves in several points, but which we dare not meddle with for the reason before stated; the level is already as wide as the state of the walls will allow it; roof so insecure, and old workings filled with tepetate so very near above us, the least weakening of the walls would be attended with ruin. The ores still held in the bottoms, which made me anxious to clear the shaft of water, in order to arrive at the lowest cross-cut, and to examine perpendicularly the lode at a depth of sixty-three varas, which we could not yet accomplish. The facility with which we lowered the water made me sanguine as to the possibility of forking it completely with only the two malacates employed, in which I was disappointed, thirty-six hours of unremitted exertions making hardly any impression on the water. I had hardly a doubt that with four malacates I might have drained the shaft, but with the former experiment convinced me it would be useless. The result of this trial has confirmed me in the opinion that a communication exists between Cata de Plata and Valenciana lode. What I have seen, however, has increased my confidence in the ultimate success of that mine, if the lode could be tried at a depth of from 100 to 150 varas.

Trinidad.—In this quarter I continue to employ a few paradas examining the ground in every direction that offers a chance; we frequently meet with small bunches of fine ores, principally green silver, but no compact ores. This is the only point where I can expect to do any good—the pozo de la Vispera excepted. If I continue upon a scale proportionate to my present means it is merely with a view if possible to furnish the board with more certain data than I have hitherto been enabled to furnish you with, before you come to a final determination respecting the property. J. BODMER.

BOLANOS MINING COMPANY.

Bolanos, Feb. 15.—After a great deal of trouble we have drained Barranco again to the bottoms of Santa Brigida winze. I hope, therefore, that our present extraction of 600 and 700 cargas will soon be increased, and what is of more importance, the ley also will be improved. No doubt you will have observed, that notwithstanding the bottoms were drowned, yet we have been able to raise a good quantity of ore; this we have done through the communications made near San Diego with some parts of the Pilar del Bueyes and other old workings. Now that our shafts are in better order, I hope we shall be able to continue sinking San José, and do more work also in Taylor's cross-cut, which I am anxious to see cutting the vein previous to my departure for Europe. Looking at the whole of the mines, I must confess them encouraging, but our expenses heavy, and until we beneficiate more ores, I am afraid we shall have difficulty in meeting the costs with the produce; in order to do which, I am pushing the smelting-works as much as it is in my power. The eight furnaces which, by system, we have introduced, are capable of smelting seven or eight cargas each in the twenty-four hours, would reduce about 350 cargas in the week; and as we intend to work some tahonas by the same, which is to give motion to the bellows, we expect to grind

160 cargas by water-power for the patio; by so doing our hacienda power will be very shortly increased to 500 cargas, and as 500 can be beneficiated in the hacienda Chica de Tepee, about 1000 cargas, or rather more, will be reduced every week, which is about the quantity we expect to raise in the course of two months.

Zacatecas, Feb. 25.—Mr. Platte's short report to me on the new discovery, and which I beg to confirm, conveys a very clear idea respecting the importance of the same; and with this conviction, I hand you now a copy of the report and of the sketch, by which you will see that the discovery was made in a cross-cut driven from the San Alesandro level. The ore found in this new working resembles very much the ore raised from the principal vein of Gallega during the time of the Bonanza, and the ley is not inferior. Without wishing to enter very minutely into the affairs of the San Clemente negotiation, I only would say that San Clemente, as well as San Nicolas, are at present more promising than ever, as all the deepest workings are in good ore, and even from Malanoche, since the last few weeks, we have been raising rich ores, although in small quantities.

REAL DEL MONTE MINING COMPANY.

Mineral del Monte, March 22.—On the 26th ult., about ten varas in length of the adit between San Cayetano and Dolores suddenly gave way, carrying with it the launders which conveyed all the water of the mine—we were therefore obliged to suspend working the engines for about three days; the hindrance thus occasioned will, I fear, cause the silver produce of this month to be three or four bars under the estimate. The labores and the levels in the mine of Dolores continue much the same as described; the Santiago level is now approaching the point corresponding to the productive part of the levels above—we have had kindly appearances, and some ores in this level, but of rather a low ley. The San Felipe are both producing azogue and smelting ores—the latter not abundant. The extreme scarcity of surface-water still continues; it is chiefly by the steam-whim, drawing from adit at Terreros, and the horse-whim at San Cayetano, that the steam pumping engines at these shafts are supplied with feed and condensing water. In order chiefly to help the supply of surface water at Terreros, we have lately resumed the working of the little mine of Santa Anna, which lies about 500 varas south of the Biscaina, its surface level being something higher than the latter. The vein runs about east and west; there is one shaft only, which in ordinary dry seasons is nearly full of water to the surface; lately, however, the water has sunk from twenty to thirty varas; we have lately had the shaft cleared up; we found it sixty-seven varas below the surface, sunk upon a vein nearly perpendicular, about four feet wide, composed of flucean, quartz, and mundic, the latter producing a few ounces of silver per monton. The ground is easy, so that we sink about three varas a week. The Dulce Nombre level in Moron, driving west of the engine-shaft, has a favourable appearance, and continues to produce azogue ore; we have lately commenced a winze at the Los Animos, to come down upon the Dulce Nombre, to give ventilation, when, if necessary, we may increase the raising of ores in this place; we have now a torta of these ores in beneficio at Sanchez, which assay about fourteen marcs per monton. The samples, which I stated last month I expected from San Onofre, have arrived here, and been assayed, and I regret to say they scarcely contain any quicksilver—certainly not sufficient to pay the cost of its reduction; samples of the vein last driven through in the eastern and western ends, in which the hard dark ore and native calomel, quicksilver, &c., having given place to a red ocherous powder, in carbonate of lime. The vein, however, keeps up its size, and still presents a kindly appearance, and as the levels will of course be continued, I am not without hope of discovering other deposits of ore. In the mean time, I have ordered an examination of some of the other points in the district, supposed to contain quicksilver, and that samples therefore be forwarded here; of their results I shall inform you in due course. The estimate of costs for April, 1839, shew $53,300; returns—forty-three bars silver, $53,300.

BRAZILIAN COMPANY.

Cata Branca, Feb. 13.—I informed you in my last, under date the 2d inst., that one side of the new engine would be set to work again on the coming Thursday; such was the case. I regret, however, to say, that notwithstanding the smiths' made a capital job of it, I was fated to undergo further disappointment—first one tooth, then a second, of the same wheel, broke, and obliged us to stop again; fortunately, they were both in the same segment: the wheel was immediately taken off and another put in—this, and filing all the teeth, so as to secure all parts biting, occupied until noon to-day, when the water was again put on; and sincerely do I hope it will never again be turned off, but for the necessary work of pitching, putting in new heads, &c. Anticipating, however, the possibility of another mishap (for decidedly the wheels are not strong enough, neither are they finished as they should have been), no time shall be lost in preparing a set of wood ones, with wrought-iron cogs, which the carpenter assures me (and I doubt not) he can make, of double the strength of those sent out. These annoyances are very trying, especially at the moment when all the difficulties, the up-hill work, which we have had, had all but vanished. However, these casualties are only annoying. I console myself with the fact, that the time I have so anxiously looked forward to, when Cata Branca will regularly pay dividends, is close at hand; and although certainly some stretch of patience has been required, as well as time, yet when it is recollected what the mine was, that in this month, 1834, the only workings upon the lode were two small sinks, from which not more than four to five tons per day could be broken; whereas now 120 fathoms of stoping ground are laid open (for it is with the most sincere pleasure I tell you that the deep adit is holed). I say this remembered, as likewise that in point of machinery, negro force, &c., the property is of higher value by at least 40,000*l*., and this without requiring aid from the shareholders beyond the sum deemed necessary on the organisation of the "new speculation," to put the same into a state of productiveness—Cata Branca cannot but be justly termed a flourishing mine. It is not my purpose to detain you with further remarks. The important event of holing to the deep adit, and which occurred on the evening of the 11th, by making necessary an almost entire change of working, will, if possible, give us (for a time only, of course) heavier work than ever; all, however, is now plain sailing—in a short time all will be in order, when nothing will, in my opinion, remain for any reasonable shareholder to wish for.

Feb. 17.—Nothing new has occurred in the mine. The gearing of the new engine has again failed, and in addition to getting on with wood, as I told you I should do, I have sent to some of the neighbouring establishments, upon the chance of picking up a set. No time shall be lost in getting all in course; in the mean while we are busy enough getting the levels ready, laying down tramroads, &c., preparatory to extracting by the deep adit.

Gold return from 2d to 15th February—27 lb. 6 oz. 2 dwt. 1 gr.

The following letter relates to Conceiçao:—

Cata Branca, Feb. 13.—Captain Scott's reports are as favourable of the progress made in the different works as can be expected. The heavy wet weather having prevented the carts from working, as likewise the different supplies from coming in, has been some impediment; but as we may now look for finer weather, these evils will be remedied, and I anticipate all going rapidly forward.

W. Cotesworth.

NATIONAL BRAZILIAN MINING ASSOCIATION.

Extracts from the Mining Captain's Reports.

Cocaes, Feb. 17.—The piece of level driving to improve the air in the stopes at the seventeen fathom level north, when I addressed you last, has been communicated, and I am now happy to say that these stopes are thoroughly ventilated, and the powder smoke of no further impediment. The cutting of the trip plat, and laying down the tramroad at this level, will be a little hindrance the ensuing ten days, but this period will enable us to complete the whole.

Feb. 27.—We have not the pleasure of announcing a favourable produce since the 17th inst., but the progress in general has been satisfactory, and as the preparatory work at the seventeen fathom level is now thoroughly completed, we hope and expect that the former will again be such as will give satisfaction.

MINAS GERAES MINING COMPANY.

Morro das Almas, Feb. 18.—We have not yet been able to make much progress in the supply of the stamps; the heavy sick list, and the new state of our blacks at the present season have rendered our additional force very defective, or, I should say, as yet of little avail. The weather appears, however, to get more settled, and I hope we shall have a change for the better.

THE UNION PLATE-GLASS COMPANY'S WORKS.

On Thursday, the 16th inst., the directors of the Union Plate Glass Company gave a general invitation to shareholders to inspect the company's works, at Pocket Nook, near St. Helen's; and, accordingly, about thirty gentlemen went from this town by the ten o'clock train, and were received by Mr. Lucy, chairman of the board of directors, by other gentlemen of the directory, and by Mr. West, manager of the works, by whom they were conducted round the various departments of the works, witnessing almost every process in the art of manufacturing plate glass, from the making and purification of the alkali, and the preparation of the sand, to the last processes of polishing the glass, and silvering it for the purposes of looking-glasses, &c. The works are very extensive and spacious, covering an area of nine statute acres, surrounded by high walls, with a handsome, substantial entrance gate of stone, at the principal entrance to the works, on the St. Helen's Railway. The situation could not have been better selected, whether the facilities of supply of materials, or of transit of the manufactured article be considered, or the position of the works be regarded in reference to the two large and opulent towns of Manchester and Liverpool, with the great export trade of that port, and the centrality of the works in the midst of so many railways, which for their carriages require a large supply of plate-glass; indeed, in all respects, there are few finer sites in the kingdom. Within a quarter of a mile of St. Helen's, and still nearer to coal-pits; the railway running close by the works on their eastern side; the Sankey navigation flowing close past the western side; and an abundant supply of water obtained from a subterranean river or stream, supposed to take its rise to the northward, and locally known by the name of "Roaring Meg;" all these advantages are rarely found in such complete combination. The water is raised from "Roaring Meg" by a small steam-engine, of eight or ten horses' power, and conveyed in pipes of eight-inch and six-inch bore, to the different parts of the works.—*Manchester Guardian.*

The Manchester and Birmingham Railway.—That portion of this line now constructing within the borough of Stockport, will contain no less than twenty-six arches; twenty of which will be thrown over streets, public highways, or viaducts.—*Stockport Advertiser.*

SALE OF BLACK TIN.

Sampled May 17, and sold at Andrew's Hotel, Redruth, on the 21st.

Mines	Tons	Total	Price £ s. d.	Amount £ s. d.	Money in each Mine	Purchasers
Charlestown U. M.	12½		49 10 0	618 15 0		Trethellan.
....	10½		48 7 6	504 18 9		—
....	13½		42 2 6	569 13 9		Chyandour.
....	4		32 12 6	130 10 0		—
....	3		21 17 6	65 12 6		—
		51½			2278 10 0	
Wheal Budnick	14		55 7 6	775 5 0		Trethellan.
....	9		48 10 0	436 10 0		Bissow Bridge.
....	2		38 12 6	77 5 0		Trethellan.
		25			1289 0 0	
Wheal Kitty	13		46 2 6	601 17 6		—
....	7		42 12 6	298 7 6		Chyandour.
....	1		41 15 0	41 15 0		Trethellan.
....	1		43 10 0	43 10 0		—
....	1		36 10 0	36 10 0		—
		23			1112 0 0	
Carzise	..	20	49 7 6	...	987 10 0	—
Polgooth	15½		48 3 6	745 18 9		Treloweth.
....	2		45 12 6	91 5 0		Trethellan
		17½			837 3 9	
Carnon	9		58 5 0	524 5 0		Treloweth.
....	6½		51 12 6	335 11 3		—
....	1		49 5 0	49 5 0		Chyandour.
....	½		49 2 6	24 11 3		—
		17			933 12 6	
Tincroft	12		45 17 6	550 10 0		Trethellan.
....	4		40 2 6	160 10 0		—
		16			711 0 0	
Rock Mines	12½		53 5 0	665 12 6		Chyandour.
....	1		52 10 0	52 10 0		—
....	¾		42 15 0	32 1 3		Trethellan.
		14¼			750 3 9	
Cook's Kitchen	9		47 5 0	448 17 6		Chyandour.
....	3		45 7 6	136 2 6		Trethellan.
....	1		21 0 0	21 0 0		—
		13½			606 0 0	
St. Enodor Consols	7½		47 0 0	352 10 0		Chyandour.
....	2¾		42 5 0	116 3 9		—
		10¼			468 13 9	
Poldice	5½		46 15 0	257 2 6		Trethellan.
....	1		40 15 0	40 15 0		Chyandour.
....	1		26 0 0	27 0 0		Bissow Bridge.
....	¼		37 7 6	18 13 9		Trethellan.
		7½			343 11 3	
Bissow Bridge	..	7½	46 17 6	...	351 11 3	—
Larkholes	..	3	46 2 6	...	138 7 6	Bissow Bridge.
St. Blazey Consols	..	1¼	43 12 6	...	54 10 7	Trethellan.
		229½			10,261 14 4	

SALE OF COPPER ORES AT SWANSEA,

Sampled May 1, and sold at Swansea, May 22.

Mines	Tons	Produce	Stand.	Price	Mines	Tons	Produce	Stand.	Price
Knockmah.	127	7¾	105	5 17 6	Crown	65	1¾	107	1 0 6
ditto	124	9¼	102	7 9 0	ditto	53	8¼	102	6 8 6
ditto	116	9¾	101	7 2 0	ditto	39	5¾	111¼	4 0 0
ditto	92	10¼	99	8 5 0	Ballymurtagh	27	5	135¼	1 15 0
ditto	86	10¼	101	8 2 0	ditto	90	3¼	120	2 8 0
ditto	81	8	105½	6 3 6	ditto	46	4¼	119¼	2 19 0
ditto	66	9	102	6 18 6	ditto	86	4¾	122	2 15 6
ditto	61	11¾	99½	9 1 0	Copiapo	100	20¼	91	16 0 0
ditto	53	9¾	101	7 2 0	ditto	89	21¾	91	17 6 0
ditto	34	8¾	102½	6 17 6	ditto	84	19¾	91½	15 8 0
Allihies	99	11	96	8 6 0	Cuba	94	27¾	86¾	22 8 0
ditto	90	11¼	96	8 8 6	ditto	92	28¼	88¼	22 14 0
ditto	80	11¼	97¾	8 10 0	Norway	103	10¾	97¾	8 4 6
ditto	76	11¾	97½	8 12 0	ditto	46	28¼	86¾	21 5 6
ditto	66	10¾	98¼	8 4 0	Chili	98	17¾	91¾	13 18 0
ditto	42	11¾	98¼	8 16 6	Ballygahan	39	3¼	121¼	2 9 0
ditto	41	11¾	94¼	8 17 0	ditto	34	2¾	140	1 5 0
Cobre	85	14¾	94	11 3 6	Lackamore	38	10¾	96	7 18 6
ditto	83	14¾	95	11 9 6	Llywiod	32	8	103	5 19 6
ditto	81	14¾	92¼	11 9 6	ditto	9	5	172¼	3 7 6
ditto	76	13¾	94¼	10 11 6	Dolgelly	24	5¾	111¼	3 12 0
ditto	112	15	94	9 19 6	Hulme Slag	7	7¾	135¼	4 15 0
ditto	3	32	86¼	5 7 0	ditto	4	15¾	87¾	11 10 0
ditto	14	5¾	111¼	3 9 0	ditto	3	5¾	101¼	3 10 0
Crown	113	7¾	108	5 4 6	Chili	9	10¾	96¾	7 18 6
ditto	85	8¾	101¼	6 7 0	ditto	5	27¾	88	21 18 6

TOTAL PRODUCE.

Mine	Tons	£ s. d.	Mine	Tons	£ s. d.
Knockmahon	850	6128 15 0	Chili	98	1392 4 0
Allihies	494	4100 3 0	Ballygahan	73	128 1 0
Cobre	457	4830 1 0	Lackamore	38	301 3 0
Crown	357	1674 8 6	Llywiod	41	221 11 6
Ballymurtagh	291	661 19 0	Dolgelly	24	86 8 0
Copiapo	273	4473 6 0	Hulme Slag	14	61 15 0
Cuba	186	4194 0 0	Chili	14	189 1 0
Norway	149	1825 16 6			

Copper Ores for sale on the 12th of June:—Knockmahon 122, ditto 117, ditto 115, ditto 91, ditto 74, ditto 67, ditto 64, ditto 68, ditto 61, ditto 60, ditto 57, ditto 50, ditto 44—Allihies 97, ditto 80, ditto 79, ditto 78, ditto 75, ditto 51, ditto 51, ditto 51, ditto 50—Cobre 95, ditto 94, ditto 94, ditto 78, ditto 75, ditto 61, ditto 60—Cobre 95, ditto 85, ditto 130—Ballymurtagh 168, ditto 62, ditto 58, ditto 42—Chili 167, ditto 106, ditto 71, ditto 63, ditto 58, ditto 6—Tigrony 40, ditto 37—Drws-y-coed 45—Laxey 42—Ballygahan 4—Simmea Dylliam 21—Penrallt 16, ditto 7, ditto 4—Llanberris 28, ditto 14.—Total, 3467.

SALE OF COPPER ORES AT TRURO.

Sampled May 13, and Sold at Pearce's Hotel, Truro, May 23.

Mines	Tons	Price £ s. d.	Purchasers	Mines	Tons	Price £ s. d.	Purchasers
Treasavean	107	3 14 6	P. Grenfells	Fowey C.	104	4 15 6	P. Grenfells.
ditto	89	3 4 6	Nevill & Co.	ditto	102	4 19 6	Williams.
ditto	87	4 10 0	Vivians.	ditto	100	5 17 0	P. Grenfells.
ditto	85	6 8 6	Vigurs & Co	ditto	96	4 17 6	——
ditto	83	2 18 0	Vivians.	Hall. abes.	73	4 3 6	Crown Co.
ditto	82	5 5 6	——	ditto	72	3 2 6	Williams.
ditto	73	6 2 6	Nevill & Co.	ditto	50	5 4 6	——
ditto	69	4 10 6	Vivians.	ditto	47	4 6 6	Mines Royal
ditto	66	4 19 6	——	ditto	40	4 3 6	——
ditto	64	3 6 6	P. Grenfells	ditto	38	5 6 6	——
ditto	62	6 7 6	Vigurs & Co.	ditto	19	2 10 0	Vivians.
ditto	56	3 9 6	——	Cook's Kit.	73	2 11 3	Freemans.
ditto	55	7 10 6	——	ditto	67	1 19 6	P. Grenfells.
ditto	51	6 0 6	Mines Royal	ditto	60	2 18 0	Williams.
ditto	44	4 4 6	Vivians.	ditto	51	5 7 6	Mines Royal
ditto	43	2 4 6	P. Grenfells	ditto	47	6 7 6	——
Consols	123	7 6 6	Williams.	ditto	29	6 15 0	Williams.
ditto	110	5 10 0	P. Grenfells	Carharrack	74	5 15 6	——
ditto	99	7 11 0	——	ditto	61	1 13 6	——
ditto	89	5 7 0	Freemans.	ditto	56	4 7 6	Freemans.
ditto	87	5 2 0	P. Grenfells	ditto	26	6 3 6	——
ditto	85	7 19 0	Williams	W. Maiden	44	5 11 0	Nevill & Co.
ditto	81	6 18 6	Nevill & Co.	Unity W.	96	6 8 0	Freemans.
ditto	80	5 10 0	P. Grenfells	ditto	84	5 1 6	Williams.
ditto	74	7 11 6	——	ditto	79	5 3 6	Nevill & Co.
ditto	71	4 1 6	Freemans.	Poldice	44	7 5 6	Mines Royal
ditto	69	5 16 6	Williams.	ditto	40	9 10 0	Williams.
Wh. Jewel	104	3 6 6	P. Grenfells	ditto	37	4 11 6	P. Grenfells.
ditto	93	5 8 0	Williams.	ditto	29	7 10 6	——
ditto	86	5 7 0	——	ditto	27	6 15 6	——
ditto	79	7 9 6	——	Trethellan	101	2 10 6	Vivians.
ditto	76	5 16 0	Freemans.	S. Caradon	110	6 15 6	——
ditto	71	7 17 6	Mines Royal	W. Vyvyan	34	1 14 6	——
ditto	70	2 12 6	P. Grenfells	ditto	27	6 9 6	Williams.

Average standard, 108*l*. 5*s*.—Average produce, 7¾—Amount of money, 25,414*l*. 1*s*. 6*d*.—Quantity of fine copper, 344 tons 14 cwt.

Copper ore for sale on Thursday next, at Pearce's Hotel, Truro. Mines and Parcels.—Consolidated Mines, 1[illegible]; Great St. George, 7[illegible]; Wheal Kitto, 2[illegible]; Fowey Consols, 29[illegible]; Levant, 14[illegible]; Wheal Ferras, 14[illegible]; Wheal Vor, 142; East Crinnis, 101; Godolphin, 107; Wheal Prudence, 39; Treasavean, 79; Wheal Leisure, 6; Pembroke, 41; Wheal Kitty, 22.—Total [illegible].

PURCHASES OF BLACK TIN AT TRELOWETH.

May 14.

Purchasers	Mines	Tons	Total	Price £ s. d.	Amount £ s. d.	Total money £ s. d.
L. C. and W. Daubuz.	St. Ives Consols	24		45 0 0	1080 0 0	
	....	8		45 0 0	360 0 0	
—	Charlestown U. M.	12½		48 5 0	603 2 6	
—	Wheal Mary	16		46 5 0	740 0 0	
—	....	14		46 10 0	651 0 0	
—	Boscaswell	7¼		51 15 0	375 3 9	
—	Marazion Mines	3		42 15 0	128 5 0	
—	Wheal Olds	11		56 15 0	624 5 0	
—	Wheal Darlington	4		44 5 0	177 0 0	
			99¾			4738 16 3
Grenfell and Co.	Boscaswell	3¾		51 15 0	194 1 3	
	Balnoon	6		52 7 6	314 5 0	
—	Rosewall Hill	6		54 2 6	324 15 0	
			15¾			833 1 3
Bolitho and Co.	Charlestown U. M.	15		50 7 6	755 12 6	
	Boscaswell	11		51 15 0	569 5 0	
—	....	4		47 0 0	188 0 0	
—	Wheal Reeth	12½		46 5 0	578 2 6	
—	Morvah & Zennor	7½		53 17 6	404 1 3	
—	Tregavara	5¾		54 12 6	310 8 9	
			55¾			2795 10 0
Williams and Co.	St. Ives Consols	21		44 7 6	931 17 6	
	Charlestown U. M.	12¾		48 5 0	615 2 6	
—	Great Work	27		53 10 0	1444 10 0	
—	Wheal Reeth	6¼		45 7 6	281 18 9	
—	....	1		49 12 6	49 12 6	
—	Marazion	6		47 5 0	283 10 0	
—	....	4		45 10 0	182 0 0	
—	Boscean	15		48 15 0	731 5 0	
—	Mulberry Mines	4¼		47 17 6	203 9 4	
—	....	2¾		48 7 6	130 18 9	
			97½			4832 4 4
			268¼			13,199 11 10

METEOROLOGICAL JOURNAL, 1839.

May	Thermometer	Barometer	May	Thermometer	Barometer
Thursd. 16	from 29 to 52	29,43 to 29,70	Monday 20	54 .. 73	30,13 .. 30,19
Friday 17	30 .. 60	29,80 .. 30,02	Tuesday 21	44 .. 65	30,00 .. 30,00
Saturd. 18	35 .. 64	30,02 .. 30,00	Wednes. 22	42 .. 58	30,04 .. 24,91
Sunday 19	51 .. 65	29,97 .. 30,00			

Winds, S.W. and N.W.

Except the 17th and following day generally cloudy; rain fell on the 16th, 19th, 21st, and 22d.

Rain fallen, ,0675 of an inch.

Edmonton. Charles Henry Adams.

PRICES OF SHARES AT GLASGOW.

	£	£	s.		£	£	s.
Bank of Scotland	100	180	0	Edinb. & Glasgow Railway	10	5	0
Royal Bank	100	164	0	Garnkirk and Glasgow	50	35	0
British Linen Company	100	238	0	Glasgow and Greenock	8	7	10
Commercial	100	175	0	Glasgow and Ayrshire	15	11	0
National	10	16	0	Monkland and Kirkintilloch	25	42	0
Glasgow Union	50	90	10	Paisley and Renfrew	16	6	10
Western Bank of Scotland	40	50	0	Slamannan	40	..	
Caledonian Fire and Life	10	19	10	Wishaw and Coltness	50	61	0
Edinburgh Life Assurance	10	14	10	Glasgow Gas	20	34	0
Fire Insurance of Scotland	10	10	0	Paisley Gas Company	5	9	0
Hercules Fire Insurance	10	13	10	Glasgow Water Co.	50	66	0
North British Fire and Life	10	20	10	Paisley Water	10	11	0
Scottish U. Fire and Life	1	1	8	Forth and Clyde Canal	400	615	0
Standard Life Insurance	20s	2	10	Monk. & Glas. Union Canal	50	48	0
Ballochney Railway	25	45	0	New Clyde Shipping Co.	10	1700	0
Dundee and Arbroath	25	25	0	Old Clyde Shipping Co.	25	..	
Edinburgh and Dalkeith	50	50	0	Shotts Iron Company	40	52	0

South Frederick-street, May 22. JAMES WATSON.

CORN EXCHANGE, May 24, 1839.

Wheat .... p. Qr. 58s to 70s	Malt .... p. Qr. 60s to 66s	Oats .... p. Qr. 22s to 28s
Rye .... 30s to 42s	Peas .... 32s to 42s	Bran .... 12s to 14s
Barley .... 30s to 42s	Beans .... 30s to 40s	Pollard .... 16s to 20

AVERAGE PRICE OF GRAIN, per Quarter.

Wheat	Barley	Oats	Rye	Beans	Peas
71s. 2d.	39s. 1d.	25s. 8d.	41s. 5d.	39s. 0d.	38s. 1d.
AGGREGATE AVERAGE FOR THE LAST SIX WEEKS.					
70s. 9d.	39s. 5d.	25s. 0d.	40s. 7d.	38s. 5d.	38s. 4d.
DUTY ON FOREIGN CORN.					
10s. 8d.	3s. 4d.	9s. 3d.	5s. 6d.	12s. 6d.	12s. 6d.
Duties on Grains from British Possessions out of Europe.					
5s. 0d.	2s. 6d.	2s. 0d.	3s. 0d.	3s. 0d.	3s 0d.

FLOUR, per Sack.

Town made .... 58s to 62s	Essex & Suffolk, on board .... 45s to 50s
Seconds .... 50s to 55s	Norfolk and Stockton .... 40s to 48s

SMITHFIELD, Friday, May 24.

To sink the offal—per 8lb.

Beef .... 3s. 4d. 3s. 8d. 4s. 4d.	Veal .... 4s. 0d. 5s. 0d. 5s. 6d.
Best Down & Polled Mutton .... 5s. 0d.	Pork .... 4s. 0d. 5s. 0d. 5s. 2d.

Head of Cattle on Monday—Beasts, 2908; Sheep, 20,320; Calves, 98; Pigs, 455.

Head of Cattle this day—Beasts, 522; Sheep, 8130; Calves, 229; Pigs, 510.

NEWGATE AND LEADENHALL.—By the Carcase.

Beef .... 3s. 0d. 3s. 4d. 3s. 10d.	Veal .... 3s. 0d. 4s. 0d. 5s. 4d.
Mutton .... 3s. 0d. 4s. 2d. 4s. 8d.	Pork .... 3s. 4d. 4s. 0d. 5s. 4d.

FROM THE LONDON GAZETTE.

Tuesday, May 21.

BANKRUPTS.

W. Martin, Union-street, Southwark, currier. [Parker, St. Paul's Churchyard.
J. Taylor, Albion-wharf, Maiden-lane, King's-cross, stone-merchant. [Baiho, America-square.
S. Wright, Watton, Norfolk, grocer. [Bell, Broderick, and Bell, Bow Churchyard.
W. M'Gill, Liverpool, draper. [Vincent and Sherwood, Temple.

Certificates to be granted, unless cause be shown to the contrary, on or before June 11.

J. Slinger, Liverpool, wine merchant—R. Procter, Nottingham, Lincolnshire, farmer—H. H. Hope, Goswell-street, oilman—J. Bell, Exmouth, Devonshire, coal-factor.

Friday, May 24.

BANKRUPTS.

W. Dawes, Tavistock-street, Covent-garden, bookseller. [Kearns, Red Lion-sq.
W. H. Maxwell, Portrush, Antrim, Ireland, bookseller. [Lacy and Bridges, King's Arms-yard, Coleman-street.
W. Keene, Bedford-place, Commercial-road, button-seller. [Phipps, Basinghall-st.
J. L. West, Charles-street, Soho, victualler. [Branscomb, Wine-office-ct., Fleet-st.
R. Waring, Luton, Bedfordshire, grocer. [Sharp, Devonshire-place, New-road.
T. and W. Dean Gower, Blackheath-road, Greenwich. [Holmer, Bridge-street, Southwark.
J. Adams, George-street, Spitalfields, feather-merchant. [Hardwick and Co., Cateaton-street.
W. and L. Fulton, Rochdale, Lancashire, cotton-spinners. [Makinson and Sanders, Elm-court, Middle Temple.
J. Cottle, Warminster, Wiltshire, linen-draper. [Holme and Co., New-inn.
J. Pierce, Birmingham, thimble-manufacturer. [Taylor and Co., Bedford-row.
W. H. Browne, Manchester, stone-merchant. [Johnson and Co., Temple.
E. Bowyer, Liverpool, merchant. [Vincent and Sherwood, Temple.
H. Hickman, Sedgley and Darlaston, Staffordshire, builder. [Williamson and Hill, Verulam-buildings, Gray's-inn.
S. Wright, Watton, Norfolk, grocer. [Bell and Co., Bow Churchyard, Cheapside.
T. Potts, Birmingham, metallic tube-maker. [Addington and Co., Bedford-row.
T. Irving, Wheatley, Yorkshire, dyer. [Jaques, Battye, and Co., Ely-place.
W. Moore, Newark-upon-Trent, Nottinghamshire, innkeeper. [Capes and Stuart, Bedford-row.
J. Smith, Liverpool, boiler-maker. [Messrs. Taylor and Co. Bedford-row.

Certificates to be granted, unless cause be shown to the contrary, on or before June 14.

H. S. Winter, Bristol, comb-manufacturer—W. Houghton, Kirkham, Lancashire, tow-spinner—J. Newsome, Dewsbury, Yorkshire, blanket-manufacturer.

COAL MARKET, LONDON.

MONDAY.

Prices of coals per ton at the close of the market:—Adair's 16 6—Brabham Main 16—Boston Main 19 6—Carr's Hartley 19 6—Holywell Main 21—Ord's Redheugh 17—Russell's High Main 16—Tanfield Moor 22—Wylam 19 6—W. E. Dunn 17—Gosforth 21—Hedgeper 20—Killingworth 20—Northumberland 2[illegible]—Riddell's 20 6—Belmont 22—Haswell 22 6—Lambton 21 9—Stewart's 23—Whitwell 21—Hartlepool 22 6—Adelaide 21 9—Barrington Tees 19 6—South Durham 20 9—Seymour Tees 21—Tees 23—Tees Hetton 20—Victoria Tees 20 9—Netherton Main 16—Llangennech Coal 22 6.—Ships arrived, 43.

WEDNESDAY.

Adair's 16—Carr's Hartley 19 6—Holywell Main 21—Lonax's Main 16 6—Tanfield Moor 22—Townley 18—West Hartley 20 6—Wall's End Bewicke and Co. 21 6—Hedgeper 20—Killingworth 20—Kibblesworth 20 6—Smith 19 9—Stewart 20 6—Braddyll's Hetton 22 9—Haswell 22 9—Hetton 22 9—Lambton 22 9—Stewart's 23—Whitwell 21—Hartlepool 23—Kelloe 22 9—Barrington Tees 19 9—Tees 21 9—Victoria Tees 20 6—Blyth 17—Ships arrived, 54.

FRIDAY.

Adair's 15 9—Felling Main 17—Holywell Main 21—Ord's Redheugh 17—Tanfield Moor Butes 21 6—West Hartley 20 6—Wylam 19 6—Gosforth 21—Heaton 21—Hedgeper 19 6—Killingworth 20—Newmarch 19 6—Braddyll's Hetton 22 9—Haswell 22 9—Hetton 22 9—Lambton 22 9—Lyons 21 9—Pemberton 20—Russell's Hetton 22 9—Stewart's 23—Whitwell 21 9—Hartlepool 23 3—Adelaide 21 9—Hetton 20—Clarence Tees 20—Tennant 21 6—Tees 22—Victoria Tees 21 6—West Hetton 21—Llangennech Coal 22 6—Lougher 22 6.—Ships arrived, 21.

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS

	Saturday	Monday	Tuesday	Wednesday	Thursday	Friday
Bank Stock, 8 per Cent.	195½	....	195½	195½	195½ 5½	195½ 5½
3 per Cent. Red. Anns.	92½	92½	92½ ¾	92½ ¾	92¾ ¾	92¾ ¾
3 per Cent. Consols	93½ ¾	93½ ¾	93½ ¾	93½ ¾	93¾ ¾	93¾ ¾
3½ per Cent. Anns. 1818.	....	....	....	....	....	....
3 per Cent. Anns. 1726.	....	....	....	....	....	....
3½ per Cent. Red. Anns.	99½ ¾	9 ¾ ¾	99¾ ¾	99¾ 100	100¼ 100	100¼
New 3½ per Cent. Anns.	100¾ ¾	100¾ 1	100¾ 1	101¾ 1	101¾ ¾	101¾ ¾
New 5 per Cent.	....	....	....	....	....	....
Long Anns. 1860.	14⅞	14⅞	....	14⅞	14⅞	14⅞ ⅞
Anns. for 30 Years 1859.	....	....	....	14⅞	....	14⅞
Ditto 1860.	....	14⅞	....	14⅞	14⅞	14⅞
India Stock, 10½ per Cent.	256	256	256½	....	256½	256½ 7½
South Sea Stock, 3½ per Cent.	....	....	104⅞	....	....	....
Ditto Old Ann. 3 per Cent.	....	....	....	....	91½	....
Ditto New Ann. 3 per Cent.	....	....	91	....	....	....
3 per Cent. Anns. 1751	....	....	....	....	....	....
India Bonds, 3 per Cent.	37 35 p	34 37 p	36 35 p	36 p	36 34 p	36 p
Exchequer Bills, 2d. 1½d. £1000.	32 34	32 36	36 33	33 35	34 32	34 33
Ditto £500.	32 34	32 36	33 36	33 35	34 32	34 32
Ditto Small.	32 34	32 36	33 36	33 35	32 35	35 32
Ditto Com.	....	....	....	....	....	....
3 p. Cent. Cons. for Ac. May 28	93½	93½	93½ ¾	93½ ¾	93⅞ ¾	93⅞ ¾
Bank Stock for Op. May 28	....	....	....	256½ 6	....	....
India Stock for Op. May 28	....	....	....	....	....	....

BANK OF ENGLAND.—TRANSFER BOOKS.

	SHUT.		OPEN.	
3 per Cent. Consols	Tuesday,	June 4,	Wednesday,	July 17, 1839.
New 3½ per Cent.	Tuesday,	,, 4,	Wednesday,	,, 17,
3 per Cent. 1726	Thursday,	,, 6,	Thursday,	,, 11,
New 5 per Cent.	Friday,	,, 7,	Friday,	,, 12,
Annuities for terms of years	Wednesday,	,, 5,	Friday,	,, 19,
India Stock	Tuesday,	,, 4,	Thursday	,, 11,
South Sea Stock	Friday,	,, 7,	Friday,	,, 12,
New South Sea Annuities	Thursday,	,, 6,	Thursday,	,, 11,
3 per Cent. 1751	Thursday	,, 6,	Thursday,	,, 11,

FOREIGN STOCKS.

	Saturday	Monday	Tuesday	Wednesday	Thursday	Friday
Austrian, 5 per Cent.	....	....	108½	....	108	....
Belgian, 5 per Cent.	....	102 1½	....	102	....	....
Brazilian	78¼	78½	78½	78½ 9½	79 80	80
Ditto, 1829	....	....	....	....	½ p	....
Buenos Ayres, 6 per Cent.	19	....	....	....	....	....
Cuba, 6 per Cent.	....	....	....	....	27	....
Chilian, 6 per Cent.	....	....	....	....	....	....
Colombian, 6 per Cent.	....	29½	....	....	....	....
Ditto, 1824, ditto	31½ ½	31½ ½	31	31½ 1	31½	....
Danish, 3 per Cent.	75½	....	....	....	....	...0½
Greek, 5 per Cent.	....	....	....	....	....	....
Ditto, 1825, 5 per Cent.	....	....	....	....	....	19½
Mexican, 5 per Cent.	....	....	....	....	....	....
Ditto, deferred do.	....	....	....	....	....	26¼ ½
Ditto, 1825, 6 per Cent.	26½	26½ ½	26½	26½ ½	....	....
Ditto, def. do. 6. per Cent.	....	....	....	....	....	....
Neapolitan, 5 per Cent, 1824	....	....	....	....	18½	....
Peruvian, 6 per Cent.	19 19½	....	....	....	....	....
Portuguese, 5 per Cent.	....	....	74	73½ 5	....	....
Ditto, New 5 per Cent.	35½	36	35½ ½	35½ ½	35½	35½
Ditto, 3 per Cent.	....	21½	21½	....	21½	....
Prussian, 4 per Cent.	....	....	....	....	....	....
Russian, 1822, 5 per Cent.	....	112½	....	....	112⅞ 13	113
Spanish, 5 per Cent. Consols	19½ ½	19½	19½	19½ ½	19½	19
Ditto, passive	4½	....	4½	....	....	....
Ditto, deferred	....	8½	8½	8½	....	8½ ½
Dutch, 2½ per Cent.	56¼ 6	56¼ ½	56½ ½	56½	56½ ½	56½
Ditto, 5 per Cent.	102⅞ ½	102½ 3	102½ 3	103½ 2½	103½ ½	102½
Ditto, New, 1837	99⅞	....	99⅞	99⅞	99⅞ 100 ½	100 99⅞

FRENCH FUNDS.

	PARIS May 15	May 18	May 20	May 21	May 22	LONDON May 23	May 24
5 per Cent. Ann.	111f. 50c.	111f. 25c.	111f. 10c.	111f. 20c.	111f.	....	....
Bt. on Lond. 1 m.h.	25f. 12½c.	25f. 12½c.	25f. 12½c.	25f. 12½c.	25f. 12½c.	....	....
ditto 3 mhs.	24f. 90c.	24f. 90c.	24f. 90c.	24f. 90c.	24f. 97½c.	....	....
4½ per Cent. Ann.	....	....	106f. 25c.	106f. 25c.	....	....	....
Exchange	....	....	....	....	....	....	....
4 per Cent. Ann.	101f. 90c.	101f. 90c.	....	101f. 90c.	101f. 80c.	....	....
Exchange	....	....	....	....	....	....	....
3 per cent.	81f. 50c.	81f. 55c.	81f. 40c.	81f. 40c.	81f. 30c.	....	....
Exchange	....	....	....	....	....	....	....
Bank Shares	2705f.	2730f.	2725f.	2720f.	2710f.	....	....

IRISH FUNDS,

May 15, 1839.

Bank Stock		195½	Royal Canal Stock				37½
Government Debentures	3½ per ct.	92½	Patriotic Insurance	10	0	0	6½
Ditto Stock	3½ per ct.	99½	Provin. Bank of Ireland	25	0	0	41½
Ditto New	3½ per ct.	99½	Hibernian Bank	25	0	0	25½
Ditto ditto, reduced	4 per ct.	99½	Grand Canal Stock				29
Consols	3 per ct.	92	Mining Co. of Ireland	7	0	0	14½
City Debentures	4 per ct.	65½	City of Dublin Steam Co.	100	0	0	116½
Exchequer Bills	3½d per diem	23	Kingstown Railway	60	0	0	8½

AMERICAN FUNDS.

Redeemable	London	America	Redeemable	London	America
New York 5 1855	92		Louisiana 5 1844, 7, 50, 2.	93½ 4	
5 1858	92		Mississipi .. 6 1861, 6, 71		
5 1860			INCORPORATED BANKS. Per Cent.		
Pensylva. 1850, 40, 41			United States .... 6 1866.	24	11½
.. 1846			Louisiana State.. 10 1870.		
.. 1855, 4			Bank of Louisiana 8 1870.		
.. 1856			N. Orleans, Canal & B. Co.		
.. 1858			City Bank		
.. 1860, 62	91		New York Life and Trust 5	40	
.. 1865			Tenessee Planters 9		
Maryland 6 1870	100		Mississippi.. 10		
Ohio 6 1850			Exchange at New York		108½ 9

COURSE OF EXCHANGE.

FRIDAY, May 16, 1839.

	Prices negociated	Prices negociated on 'Change.			Prices negociated	Prices negociated on 'Change.	
Amsterdam	12 5	12 2½	12 2½	Seville	36½	—	—
Ditto at Sight	12 2	11 19½	12 —	Gibraltar p. h. d.	48	—	—
Rotterdam	12 5½	12 1½	12 3	Leghorn	29 55	30 10	30 15
Antwerp	12 4½	12 2	12 2½	Genoa	25 75	25 60	25 65
Hamburgh Mrs. B.	13 11	13 9½	13 10	Milan	31	—	—
Altona	13 12	—	—	Venice p. d. L.	47	—	—
Paris, 3 days' sight	25 40	25 20	25 25	Naples	40	40½	40½
Ditto	25 70	25 55	25 57½	Palermo	120 oz.	120½	—
Marseilles	25 75	25 57½	25 60	Lisbon	54½	54½	—
Frankfort on Main	151½	150½	150½	Oporto	54½	54½	—
Petersburg p. roble	10½	—	—	Rio Janeiro	29	—	—
Berlin .. per. doll.	7 6	—	—	Bahia	27	—	—
Vienna eff .... Go.	10 6	10 2	10 3	Buenos Ayres	—	—	—
Trieste ditto	10 7	10 3	10 4	Dublin	—	—	—
Madrid	37	37½	37½	Cork	—	—	—
Cadiz	37½	37½	37½	Madras	—	—	—
Bilboa	36½	—	—	Calcutta	—	—	—
Barcelona	36½	—	—	New York & Philad	40½ 8	—	—

PRICES OF METALS.

		£	s.	d.			£	s.	d.
Copper, Brit.—Cake	ton	92	0	0	Iron, Brit.—Pig, No. 1	ton	6	0	0
Tile	do.	91	0	0	Bar ton 9 0 0 to		10	0	0
Sheets	lb.	0	0	11	Do. Carg. in Wales		9	5	0
Bottoms	do.	0	1	0	Bolts	ton	10	10	0
Foreign—S. Am. (dy. 27s. cwt.) bd.	ton				Nail Rods	ton	11	0	0
Tin, Brit.—Blocks	cwt.	4	8	0	Hoops	ton	12	10	0
Bars	do.	4	5	0	Sheets, single	ton	13	10	0
Plates, common to best, per box — 1.C.	1 11 0 to	1	15	0	(Others in proportion.)				
1.X.	1 17 0 ..	2	1	0	Foreign—Duty 20s. per ton. Swedes, co. bd.	ton	14	0	0
1.X.X.	2 3 0 ..	2	7	0	for Steel, (var. mks.) ton 16 0 0 to		22	0	0
Wasters of the above Mks. [illegible] less, all others 6s. less. (Others in proportion.)					Russian com.	ton	13	0	0
Foreign—duty 3/6 per cwt — Banca, bd.	cwt.	3	19	0	P.S.I.	ton	14	0	0
Straits, bd.	cwt.	3	17	0	C.C.N.D.	ton	19	0	0
Bars, bd.	cwt.	4	4	0	Steel, Brit.—Blistered, (various quality) ton 23 0 0 to		45	0	0
Lead, Brit.—Pig	ton	19	0	0	Shear do. do. 45 0 0 ..		64	0	0
Sheet	ton	20	0	0	Cast do. do. 45 0 0 ..		64	0	0
Shot	ton	22	10	0	Foreign—Duty 20 per cent. Swedes in kgs. bd.	ton	19	0	0
Red	ton	21	10	0	Do. Faggots bd.	ton	19	0	0
White (dry)	ton	29	0	0	Milan bd.	ton	30	0	0
Do. (gd. in oil)	ton	32	0	0	Spelter, For.—Cakes (dy. 2l. p. ton) bd.	ton	19	10	0
Litharge	ton	21	10	0	English Sheets		35	0	0
Foreign—Span. (dy. 40s. per ton) bd.	ton	18	10	0	Quicksilver—(dy. 1d. per lb.) bd.	lb.	0	3	10

TIDE TABLE.

HIGH WATER AT LONDON BRIDGE, from May 25 to 31.

	Satur.	Sunday.	Mond.	Tues.	Weds.	Thurs.	Friday
Morning	— —	0 34	1 19	1 49	2 21	3 0	3 34
Afternoon	0 13	0 55	1 30	2 6	2 40	3 16	3 53

PRICES OF SHARES.

BRITISH MINES.

No. of Shares.	NAME OF COMPANY.	Amount of Shares	Amount paid	Highest Price	Lowest Price	Present Price
500	Anglesey	100	5	10	8	8 10
1,500	Arigna Iron & Coal Co.	50	33	..	..	—
4,000	Bissoe Bridge	5	5	1	1	1
8,000	Blaenavon	50	40	43½	42½	43½
8,000	British Tin	2½	2½	¼	¼	¼
20,000	British Iron	50	50	10	9½	10
1,000	Cariggan	..	14	5	5	5
100	Copper Bottom	..	41	30	30	30
2,000	Cornubian Lead Co.	..	3½	5	4½	4½ 5
6,000	Cornwall Great United	17	9	2	1	2
5,000	Dartmoor Consols	5	5	3	3	3
10,000	DurhamCountyCoalCo.	50	30	..	..	—
2,000	East Cornwall Tin, &c.	6	6	3	3	3
2,500	East Wheal Strawberry	10	6½	¼	¼	¼
1,300	East Mulberry Hills	..	4½	2	1½	1½
4,000	English	25	12½	2	1½	2
10,000	Hibernian	50	9	1½	1½	1½
1,000	Holmbush	100	4	40½	40	40½
2,00	Isle of Serk (Guernsey)	..	52	11	11	11
12,000	Kellewerris	5	7½	¼	¼	¼
20,000	Mining Co. of Ireland	25	7	13	13	13
6,000	Perran Consols	5	3½	1	1	1
3,000	Polberou Consols	10	10	2	1½	1½
6,000	Polbreen	5	4	1½	1	1
2,000	Relistian	..	..	22	21	21
5,000	Redmoor Consolidated	5	4½	3½	3	3
10,000	Rhymney Iron	50	40	37	37	37
8,000	St. Hilary	2½	1½	½	½	½
800	South Towan	10	10	6	6	6
4,000	Tregollan	5	3	3½	3½	3½
6,000	Trevorgus	5	5	¼	¼	¼
4,000	Treleigh Consols	5	4½	1½	1½	1½
4,505	Tamar Consols	5	3	3	2½	2½
6,000	Tin Croft	10	6½	6	6	6
198	Trevaskus	..	60	70	70	70
3,000	Trewolvas	10	8	2	2	2
4,000	United Hills	5	5	11	10½	11
2,000	Wendron	8	8	3	3	3
3,300	West Cork	50	50	..	..	—
5,000	Wheal Brothers	20	20	1	1	1
5,000	Wh. Harm. & Montague	10	10	6	6	6
6,000	Wicklow Copper	5	5	8	8	8
3,820	West Wheal Jewel	8	6	5	4½	5
800	Wherry Mine	15	12	12	12	12
20,000	Western Mining Asso.	5	1	..	..	—
5,000	Wheal Sisters	..	¼	¼	¼	¼
256	Wh. Prosper (Stithians)	..	3½	5	4½	5

FOREIGN MINES.

No. of Shares.	NAME OF COMPANY.	Amount of Shares	Amount paid	Highest Price	Lowest Price	Present Price
4,000	Alten Mining Company	15	12½	11	11	11
10,000	Anglo Mexican Co.	100	100	1	1	1
3,374	Do. Subscription	25	25	2½	2½	2½
2,000	Bolanos	150	150	67½	67½	67½
	Ditto Scrip	..	25	36	36	36
10,000	Brazilian Imperial	35	20	15½	14½	15½
10,000	Bolivar	20	20	24½	22	24½
10,000	Ditto Scrip	10	10	3	3	3
10,000	Cata Branca } Brazilian	10	7½	8	8	8
10,000	Conceiçao } Co.	10	2½	2½	2	2½
10,000	Candonga Mining Co.	20	7½	5	5	5
12,000	Cobre Copper Company	40	40	42	42	42
8,500	Colombian Co. regis.	55	55	3½	3½	3½
1,500	Ditto, New	11	11	..	..	—
10,000	Copiapo Mining Co.	20	13½	10	10	10
20,000	General Mining Association	20	17	7½	7½	7½
5,351	Mexican Company	60	6½	5	5	5
6,000	Mocaubas and Cocaes	25	25	12½	12½	12½
5,000	Minas Geraes	20	10	7	6	7
2,000	New Granada	10	8	15½	14½	15½
14,582	{ Real del Monte, regis.	54½	33½	7	7	7
	{ Do. unregistered	54½	..	8½	8½	8½
	Ditto Loan Notes	150	150	160	160	160
2,500	Rio de Anori	..	3½	..	..	—
11,000	St. John d'el Rey	20	14	3½	3½	3½
30,000	United Mexican	40	40	1½	1½	1½
	Red New Scrip	..	5	2	2	2
	Black Scrip	..	5	4	4	4
5,000	Union Gold	..	9½	..	..	—
14,000	Zacatecas Mining Co.	5	5	4	3½	4

RAILWAYS.

No. of Shares.	NAME OF COMPANY.	Amount of Shares	Amount paid	Highest Price	Lowest Price	Present Price
2,500	Aylesbury	20	6	..	..	—
6,300	Birmingham and Derby	100	80	46½	46½	46½
9,300	Birming. & Gloucester	100	50	20	19	20
7,500	Birm. Brist. & Th. Junc.	20	18	..	..	—
660	Bolton and Leigh	100	100	61	61	61
641	Ditto ¼ Shares	25	25	..	..	—
15,000	Bristol and Exeter	100	25	13½	13	13
1,172	Cant. & Whitstable	50	50	..	..	—
350	Cheltenham	100	100	1½	1½	1½
5,000	Chester & Birkenhead	50	35	42½	42½	42½
5,000	Chester and Crewe	50	35	24½	24½	24½
3,500	Do Extension	50	3	3	3	3
7,500	Chelten. & Gt. Western	100	40	8½	8½	8½
14,000	Chelt. Oxford and Tring	100	5	6½	6½	6½
2,000	Clarence	100	32	35½	35½	35½
6,000	Dublin and Drogheda	100	10	7	7	7
	Dublin and Kingstown	..	60	70	70	70
8,000	Dublin and Kilkenny	100	2½	½	½	½
900	Durham Junction	100	90	..	..	—
7,500	Durham S. W. Junction	20	3½	..	..	—
7,040	Durham & Sunderland	50	50	45	38	45
3,000	Deptford Junction	20	1	1½	1½	1½
60,000	Eastern Counties	25	16	10	9½	10
5,000	Edinb. Leith & Newha.	20	7	5	5	5
18,000	Edinburgh & Glasgow	50	10	5½	5½	5½
2,500	Forest of Dean	50	50	40	40	40
12,500	Glasg., Paisley & Ayrsh.	50	15	12	12	12
16,000	Glasg., Paisley, & Green.	25	11	7½	7½	7½
10,918	Grand Junction	100	100	200	200	200
10,918	Do. New	50	20	40½	40½	40½
10,000	Great North of England	100	35	16	16	16
25,000	Great Western	100	65	72½	71½	72
2,000	Hartlepool	100	100	100	100	100
8,000	Hull and Selby	50	23	14½	14½	14½
250	Ken. & Leigh Junction	100	100	..	..	—
40,000	Kent Railway	50	2	..	..	—
6,000	Launceston & Victoria	25	2	..	..	—
2,100	Leeds and Selby	100	100	65	62	65
2,000	Leicester and Swaning.	50	30	75	75	75
5,100	Liverpool & Manchester	100	170	195	195	195
12,021	Do. ½ Shares	25	90	49½	49½	49½
7,978	Do. ¼ do.	50	35	77	77	77
24,000	Lond. & Blackwall	25	11	9	8½	8½
20,000	London and Greenwich	20	20	16½	6½	6½
	Ditto New	..	20	19½	19½	19½
33,000	London and Birmingh.	100	90	180	182	180
25,000	Do. ¼ Shares	25	5	28	28	28
14,000	London & Croydon Tr.	20	16½	13½	13½	13½
6,000	Do. Scrip	15	12s	11	11	11
6,000	Do. (New Scrip)	20	7	8½	8½	8½
20,000	London & Southampton	50	36½	44½	43	44½
16,000	London & South., New	25	20	20	20	20
26,000	Lond. & Brighton	50	17	7½	7½	7½
12,000	London Grand Junction	50	5	..	..	—
2,000	Llanelly	100	77	70	70	70
14,000	Manchester and Chester	..	24	..	..	—
13,000	Manchester and Leeds	100	30	44½	44½	44½
10,000	Do. (New)	50	5	11	11	11
10,000	Manchest. South Union	100	5	3	35	35
1,000	Manchester & Oldham	100	5	..	..	—
20,000	Manchester & Birming.	70	15	10½	10½	10½
13,000	Do. Extension	70	2	6	2½	2½
4,500	Maryport & Carlisle	50	35	..	..	—
10,000	Midland Counties	100	80	40½	40½	40½
8,000	Newcastle and Carlisle	100	100	107	102	102
12,000	North Midland	100	45	40	40	40
12,000	Northern and Eastern	100	15	2½	2½	2½
900	North Union	100	100	[illegible]	[illegible]	[illegible]
	Do. New	..	40	44½	44½	44½
2,000	Preston and Wyre	50	30	30	30	30
2,500	Preston and Wigan	..	30	30	30	35
	St. Helen's & Runcorn	100	100	..	..	—
1,300	Stanhope and Tyne	100	100	..	..	—
1,000	Stockton & Darlington	100	100	200	200	200
1,000	Do. ¼ Shares	25	25	..	..	—
3,000	South Durham	50	25	½	½	½
4,000	Sheffield & Rotherham	25	25	..	..	—
24,000	South Eastern	50	9	1	1	1
	Ditto New	..	3	3½	3½	3½
40,000	South Western (Steph.)	50	1	½	½	½
8,000	Thames Haven	50	8	4½	4½	4½
4,500	Warrington & Newton	100	100	..	..	—
1,000	Westminster & Greenw.	25	1	½	½	½
6,000	West Durham	25	4	..	..	—
6,000	York & North Midland	50	40	10½	10½	10½

MISCELLANEOUS.

No. of Shares.	NAME OF COMPANY.	Amount of Shares	Amount paid	Highest Price	Lowest Price	Present price
10,000	Anglo Mexican Mint	10	10	11	11	11
10,000	Anti Dry Rot	25	17½	7	6½	7
10,000	Asphalte (Claridge)	20	4	3½	3½	3½
10,000	Asphalte (U. S.)	20	2	¾	¾	¾
10,000	Australian Agricultur.	100	27½	45	44½	45
8,000	Brit. Rock & Patent Salt	50	35	12	12	12
6,000	Bahia Steam	10	7	5½	5½	5½
2,500	Bitumen Bastenne, &c.	20	2	½	½	½
6,000	Brit. Americ. Land Co.	..	33	14	14	14
20,000	Brit. Agricu. Loan Co.	100	5	..	..	—
6,000	Canada Company	100	32½	28½	28½	28½
100,000	Canada (Upper) Bonds	..	..	91½	91½	91½
5,000	Eastern Coast of Central America (Deb.	20	14	8	8	8
5,000	Droitwich Patent Salt	25	25	14½	14½	14½
2,122	Do. Proprietors	100	..	..	..	—
10,000	Edinbur. & Leith Glass	..	16	..	..	—
2,500	Essex Marine Salt	20	8	..	..	—
1,000	Equitable Discount So.	100	25	..	..	—
2,700	Equitable Rever. Soc.	100	40	41	41	41
20,000	General Steam Navig.	15	14	24	24	24
2,100	Hungerford Market	100	..	..	..	—
10,000	India Steam Ship Co.	50	3	..	..	—
10,000	Irish Waste Land Co.	50	1	½	½	½
8,000	Lond. Rever. Inter. So.	50	10	6	6	6
1,800	London Corn Exchan.	..	..	25	25	25
8,000	Lond. Caoutchouc Co.	12½	12½	12½	12	12½
50,000	Lond. Equit. Loan Co.	10	2	..	..	—
5000	London Cemetery Co.	20	12	11½	11½	11½
20,000	Mexican South Amer.	10	7	6	6	6
	New Corn Ex.	..	37½	20½	20½	20½
	New Brunswick (Land)	..	57	10	10	10
10,000	Rio Doce	25	4	2½	2½	2½
2,754	Rever. Interest Society	100	100	136	136	136
2,633	Ditto New	100	80	107	107	107
220	S. Devon Shipping Co.	50	50	..	..	—
2,000	Shotts Iron Foundry	..	38	..	..	—
10,000	South Australian	25	12	12½	12½	12½
10,000	Safety Carriage Co.	5	3	3½	3	3½
4,000	Thames Tunnel	50	50	9½	9½	9½
10,000	Van Dieman's Land	100	17	10	10	10

CANALS.

No. of Shares.	NAME OF COMPANY.	Amount of Shares	Amount Paid.	Price.	Dividend per Ann.	Next Dividend Payable.
1,760	Ashton and Oldham	98	98	132	7	Mar.
1,482	Ashby-de-la-Zouch	113	113	70½	4	Oct.
720	Barnsley	160	160	276	15	Jan.
1,260	Basingstoke	100	100	5	..	—
1,005	Brecknock & Abergav.	150	150	90	5	Jan.
8,000	Birming. 1-16th Share	79½	79½	223	9½	June
4,000	Do. & Liverpool Junct.	100	100	28	..	—
477	Bolton and Bury	250	250	..	6	Jan.
712	Bridgwater & Taunton	100	100	..	3	Aug.
400	Chelmer & Blackwater	100	100	101	4	Jan.
16,000	Carlisle	..	21½	..	..	
500	Coventry	100	100	..	48	Nov.
1,500	Chesterfield	..	..	..	..	
460	Cromford	100	100	340	27	Jan.
4,546	Croydon	31½	31½	..	..	
11,810	Do. Bonds	..	..	..	5	Oct.
20,000	Danube and Mayne	41½	41½	28	4	—
2,060½	Dudley	100	100	90	4	Sept.
600	Derby	100	100	175	11	Jan.
3,575½	Ellesmere & Chester	133	133	81	3	Sept.
231	Erewash	100	100	775	62	Oct.
1,297	Forth and Clyde	400	400	615	28	Jan.
11,600	Grand Junction	100	100	190	10	June
2,849½	Grand Union	100	100	24	1	Oct.
1,500	Grand Surrey	100	100	..	..	Sept.
120,000	Do. (optional) Loan	100	100	63	4	Dec.
3,096	Grand Western	100	100	12	..	—
600	Glamorganshire	172½	172½	..	13½	Sept.
1,960	Gloucester & Berkley	100	100	..	..	
269	Do. (optional) Notes	60	60	..	..	
749	Grantham	150	150	203	10	May
6,233	Huddersfield	57½	57½	35½	2	Sept.
100	Kensington	100	100	19	..	—
25,328	Kennet and Avon	40	40	28½	1¼	Sept.
11,699½	Lancaster	47½	47½	26	1¼	Mar.
2,897½	Leeds and Liverpool	100	100	740	30	Nov.
18½	Leeds & Liverpl. New	80	..	..	16	May
545	Leicester	140	140	228	13	Jan.
1,897	Leicester & Northam.	83½	83½	90	6	Dec.
550	Lisk. and Looe Un.	25	25	..	..	—
70	Loughborough	142½	142½	2200	162	Jan.
	Manches., Bol. & Bury	..	78	66½	..	—
2,409	Monmouthshire	100	100	202	10	Dec.
700	Montgomeryshire	100	100	90	4½	Aug.
250	Melton Mowbray	100	100	200	10	July
500	Mersey and Irwell	100	100	560	25	Oct.
3,000	Macclesfield	100	100	51	2	—
247	Neath	100	100	325	17	July
100	Nene Navig. Bds.	100	100	..	..	—
1,786	Oxford	100	100	600	30	Sept.
321	Oakham	130	130	52	3½	May
2,400	Peak Forest	78	78	104	5	Dec.
2,520	Portsmouth & Arundel	50	50	..	..	—
21,418	Regent's (or London)	33½	33½	13½	12s	July
5,669	Rochdale	85	85	112	6	May
500	Shropshire	125	125	138	8	Dec.
800	Somerset Coal	150	150	151½	9½	Dec.
36,000	Do. Lock Fund Stock	12½	12½	11½	4½	Dec.
700	Stafford. & Worcester	140	140	650	40	Jan.
500	Shrewsbury	125	125	290	9	Nov.
300	Stourbridge	145	145	330	12	Jan.
3,647	Stratford-on-Avon	79½	79½	45½	2	Aug.
200	Stroudwater	150	150	..	24	Nov.
533	Swansea	100	100	280	15	Nov.
3,762	Severn & Wye & Railw.	35	35	39	2½	Sept.
1,300	Thames & Severn blk.	100	100	26	1½	June
1,150	Do. Do. red.	100	100	—	1½	June
2,000½	Trent & Mersey ¼ Sh.	50	50	585	32½	June
350	Tavistock (mineral)	100	100	..	2	Mar.
8,149	Thames and Medway	19½	19½	2	..	
3,344	Do. New	..	..	..	..	
1,000	1,000½ Warwick & Bir.	100	100	28.	16	May
980	Warwick and Napton	100	100	202	15	Nov.
6,000	Worcester & Birming.	78	78	72½	4	Feb.
5,000	Wilts and Berks	67½	67½	25	1½	May
800	Wyrley and Essington	125	125	75	3	Jan.
126	Wisbeach	105	105	45	..	—
905	Wey and Arun	110	110	22½	1	May.

ASSURANCE COMPANIES.

No. of Shares.	NAME OF COMPANY.	Amount of Shares	Amount Paid.	Price.	Dividend per Ann.	Next Dividend Payable.
2,000	Albion	500	50	71	3½	Dec
50,000	Alliance Brit. & Forei.	100	10½	15	5	Oct.
50,000	Do. Marine	100	5	6	5	Jan.
24,000	Atlas	50	5	14½	½	July
1,200½	Birmingham Fire	250	25	107½	5	May
20,000	British Fire	250	50	40	4	Sep.
12,000	British Comercial	50	5	6	6	Dec.
5,000	Cler. Med. & Gen. Life	100	20	4	5	Aug.
4,000	County	100	10	42	2½	Dec.
20,000	Eagle	50	5	3½	½	Oct.
200	Economic Life	1000	250	400	5	Jan.
5,000	Edinburgh Life	100	10	—	6	Jan.
2,271	European Life	20	20	22	1¼	Jan.
30,000	Ditto New	20	2	1½	2s	Jan.
1,000,000	Globe Stock	100	100	135	7	Dec.
20,000	Guardian	100	27½	30	5	July
7,500	Hercules	..	10	6	..	
40,000	Hope	50	5	6	6s 6	Sep.
2,400	Imperial Fire	500	50	137½	5½	Dec.
7,500	Imperial Life	100	10	10½	9s	July
13,458	Indemnity Marine	100	5½	25	5	Sept.
100,000	Insurance Co. of Scot.	—	10	..	..	
2,020	Kent Fire	50	30	22	3½	Feb.
	Do. Life	..	..	79	3	—
10,000	Law Life	100	10	29	16s	April
	Liverp. Marine Assur.	..	25	..	..	—
3,000	London Fire	25	12½	17½	5	Sep.
31,000	London, Ship	25	12½	16	5	Sep.
30,000	North British	..	10	..	..	—
31,000	National Life	100	5	10	4	July
50,000	Palladium Life	50	2	2½	5	Jan.
50,000	Protector Life	..	1	½	4	—
2,500	Provident Life	100	10	20	1	June
100,000	Rock Life	20	2	7	3s	Oct.
689,220	Royal Exchan. Stock	..	..	227	5	Dec.
250,000	Scottish Union	..	1	..	..	—
20,000	Standard of England	50	5	..	5	May
	Sun	..	..	210	..	Dec.
3,000	Universal Life	100	5	7½	2	May
1,500	Union	..	20	100	..	—
4,000	University Life	100	5	7½	5	July
30,000	United Kingdom Life	20	2	—	4	—
50	Westminster Life	1000	1000	..	..	—
10,000	West of Scotland	..	10	..	..	—

JOINT STOCK BANKS

No. of Shares.	NAME OF COMPANY.	Amount of Shares	Amount paid.	Price.	Dividend per Ann.	Next Dividend Payable.
25,000	Agric. & Com. of Irel.	25	10	..	..	—
5,000	Australasia	40	40	69	8	Jan.
1,500,000	Bank of Scotland	..	83½	204	..	—
20,000	Birmingham Bank.	20	10	25	10	Sept.
500,000	British Linen Co.	100	100	..	..	—
20,000	British North Amer.	50	25	26½	12	—
100,000	Commercial	5	5	5½	7	—
20,000	Colonial	100	25	29½	..	—
5,000	Devon and Cornwall	100	25	45	8	—
3,000	Equitable Loan Co.	..	9	10	..	—
10,000	Foreign Banking Co	..	3	9	..	—
2,000,000	Glasgow Union	50	50	65	..	—
10,000	Gloucestershire	50	10	25	10	Feb.
6,000	Hampshire	50	5	..	10	Aug.
10,000	Hibernian	100	25	21	4	—
3,000	Devon & Cor. Bg. Co.	..	20	36	..	—
30,000	London & Westmins.	100	20	23½	5	Mar.
3,000	Lancaster	100	20	..	10	Aug.
25,000	Liverpool	100	10	23½	6	July
60,000	Lond. Joint Stock Co.	50	10	13½	5	June
50,000	Manch. & Liver. Dis.	100	15	13½	7½	Mar.
20,000	Manchester	100	25	27	7½	Oct.
25,000	Monm. & Glamorg.	20	10	16	10	Aug.
20,000	North & South Wales	10	5	10½	6	—
5,000,000	National Scotland	..	10	13	..	—
20,000	Natl. Bank of Ireland	50	17½	16	5	—
10,000	Nat. Provincl. Engl.	100	35	36½	5	Jan.
60,000	Nor. & Cnt. B. of Eng.	10	10	3	5	Dec.
10,000	North Wilts	25	5	9	7	—
20,000	Prov. Bk. of Ireland	100	25	44½	8	July
4,000	Ditto New	10	10	18	8	—
2,000,000	Royal of Scotland	..	109	..	..	—
7,000	South African	..	..	5	..	—
20,000	S. of Ireland, Cork	25	5	5	..	—
4,000,000	Western of Scotland	..	30	..	..	—
20,000	W. of Eng. & S. W. Dis	20	12½	12½	5	July
20,000	Wilts and Dorset	15	7½	7½	5	—

GAS LIGHT AND COKE COMPANIES

No. of Shares.	NAME OF COMPANY.	Amount of Shares	Amount paid.	Price.	Dividend per Ann.	Next Dividend Payable.
10,000	Alliance	10	5	..	..	—
2,500	Bath	20	16	22	1¼	Sept.
600	Bradford	25	25	..	10	—
5,000	British	40	16	21½	1¼	Nov.
5,000	Do. Provincial	20	19	25	..	—
928	Birmingham	50	50	13	5½	July.
2,400	Birm. & Staffordshire	50	50	73	4	Sept.
600	Brentford	50	50	22	4	April
4,250	Bristol	20	20	36	2	Feb.
1,500	Brighton	20	20	11	3½	—
750	Do. New	20	18	9	3½	—
2,471	Brighton, General	20	20	10½	4½	Nov.
363	Carlisle	25	..	..	..	—
4,000	Continental Consolidat.	75	62½	100	5	—
240	Canterbury	50	50	55	6	Jan.
700	Chelmsford	50	50	42	4	Dec.
300	Cheltenham	50	50	75	8	Oct.
1,000	City of London	100	100	195	10	Sept.
1,000	Do. New	100	75	114	6	Dec.
800	Coventry	25	25	25	..	—
200	Derby	50	50	..	..	—
180	Dover	50	50	..	..	—
600	Dudley	20	20	18½	5	—
4,500	Edinburgh Coal Gas	25	25	..	..	—
	Edinburgh and Alloa	..	14	..	..	—
240	Exeter	50	50	..	..	—
4,000	Equitable	50	50	24½	4½	April
10,000	European	20	15	..	..	Aug.
4,450	Glasgow	25	..	..	..	—
20,000	Greenwich Railw. Gas	..	1	..	..	—
10,000	Imperial	50	50	50½	5	—
85,000	Do. Bonds	100	100	..	4	—
1,200	Ipswich	..	10	..	..	—
800	Isle of Thanet	25	20	18	5	Aug.
2,350	Independent	50	30	50	6	Oct.
240	Leicester	50	50	..	..	—
750	Leith Coal Gas	20	20	..	..	—
500	Liverpool	242½	242½	72	2	—
	Do. N. Gas and Coke	100	100	97	..	—
	Do. (New Do.)	..	60	..	..	—
200	Maidstone	50	50	100	10	Feb.
9,000	Phœnix	50	30	28	3	June
579	Portsea	..	35	..	..	—
304	Poplar	50	50	..	..	—
1,000	Ratcliff	100	80	60	4	Sept.
480	Rochdale	..	15	..	..	—
4,000	South Metropolitan	50	19	18	2½	Aug.
1,600	Sheffield	..	16½	..	..	—
1,000	Shrewsbury	..	10	..	..	—
120	Swansea	50	50	..	..	—
8,200	United General	50	46	34	5	Jan.
240	Warwick	50	50	50	5	Jan.
400	Wakefield	25	25	22½	1¼	Jan.
750	Warrington	20	20	24	1	Oct.
12,000	Westminster Chartered	50	50	25	3	Dec.
6,000	Ditto New	50	10	10½	12s	Dec.
200	Worthing	50	50	..	5	Aug.
800	Yarmouth	..	..	..	..	

DOCKS.

No. of Shares.	NAME OF COMPANY.	Amount of Shares	Amount paid.	Price.	Dividend per Ann.	Next Dividend Payable.
600,1065	Commercial	100	100	66½	3	July
	East and West India Stock	100	100	111	..	Jan.
1,038	East Country	100	100	9½	..	—
323,8,316l.5s	10 London.. Stk	..	..	67	2½	Dec.
	Ditto Bonds	..	..	100	4	—
2,200	Bristol	147½	147½	80	2/19	Dec.
68,324	Ditto Notes	..	..	113	5	Nov.
570	Folkestone Harbour	50	50	..	..	—
15,000	Ditto Bonds	..	..	..	5	—
11,000	Grand Collier Docks	50	1	1½	..	—
1,352,752	St. Katharine.. Stock	100	100	100½	5	Jan.
500,000	Ditto Bonds	..	..	101½	4½	Oct.
200,000	Do. Bonds for 10 years	..	..	100	4	Oct.
2,500	Deptford Pier	20	3	11	..	—
	Southampton	50	5	2½	..	—

BRIDGES.

No. of Shares.	NAME OF COMPANY.	Amount of Shares	Amount paid.	Price.	Dividend per Ann.	Next Dividend Payable.
1,000	Hammersmith	50	50	21	1s	Jan
7,231	Southwark w. new sub.	63½	63½	2	..	—
1,700	Do. New of 7½ per cent.	50	50	14	1½	Dec.
3,848	Vauxhall	70½	70½	25½	17s	Dec.
5,000	Waterloo	100	100	3½	..	—
5,000	Do. old Annuities of 8l.	60	60	24½	10s 8	Feb.
5,000	Do. new do. of 7l.	40	40	21½	16s 4	Feb.
50,000	Ditto Bonds	..	..	120	5	Feb.

WATER WORKS.

No. of Shares.	NAME OF COMPANY.	Amount of Shares	Amount paid.	Price.	Dividend per Ann.	Next Dividend Payable.
4,800	Birmingham	25	25	20	9s	—
121	Colchester	100	100	..	..	—
4,433	East London	100	100	170	6	Jan.
4,000	Glasgow	50	50	..	..	—
5,500	Grand Junction	46½	46½	69½	2½	Jan.
5,400	Edinburgh Joint Stock	25	25	..	..	—
2,000	Kent	100	100	45	2	Jan.
372	Liverpool Bootle	220	220	326	10	Jan.
1,500	New River Lond. Bridge Water Annuities	..	..	42	2½	Oct.
6,486	Manchester & Salford	100	50	54½	1½	Mar.
800	Portsea Island	50	50	..	..	—
450	Portsmouth & Farlington	50	50	21	1	—
8,000	Ramsgate	10	8	10	..	—
1,000	Vauxhall, late So. Lond.	100	100	107	4½	Oct.
8,300	West Middlesex	63½	63½	113	4½	Dec.
1,360	York Building Co. L. P.	100	100	30	1/14	Oct.

ROADS.

No. of Shares.	NAME OF COMPANY.	Amount of Shares	Amount paid.	Price.	Dividend per Ann.	Next Dividend Payable.
533	Archw. and Kent Tu.	50	30	..	1	1 & 7
300	Barking	100	100	22½	1½	1 & 7
1,000	Commercial	100	100	75	5	1 & 7
2,000	Do. East India Dock Br.	100	100	3	5	1 & 7
432	Great Dover Str.	..	70	..	1½	1 & 7
2,390	Highgate Archway	..	200l 8	2	..	—
11,002l	New North Rd. Stock	100	100	..	..	—

LITERARY INSTITUTIONS.

No. of Shares.	NAME OF COMPANY.	Amount of Shares	Amount paid.	Price.	Dividend per Ann.	Next Dividend Payable.
400	Adelaide Gal. of Science	50	..	..	..	—
1,000	London, w. Bronze Tick.	75	75	17	..	—
1,500	London University	100	100	18	..	—
700	Russell	25	25	7	..	—
	King's College	100	100	11½	..	—

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